

latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET

VOL. 49 JULY 1981

(again)

\$425⁰⁰
375⁰⁰
200

6

Cools

\$425⁰⁰

8 mos.

175⁰⁰

FILA

Cools

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SAN FRANCISCO
Permit No. 210

THE RIGHT STUFF!

Part III — Electrical

Hang in there — this Third in a Series of Six is a Shorty. It's brevity is not due to lack of importance but rather because we've made it simple and safe.



12V/DC:

The 12 volt service is fully grounded and fused. The circuits terminate at a fully labeled accessory panel, illuminated by a courtesy light. The **Rafiki 37** has 17 interior lights includ. a brilliant flourescent light over the galley & a combination red-white navigators lamp. Exterior lights include navigation lights; spreader lights; masthead tri-color/strobe/anchor light & steaming light. A 12V shower sump & large capacity bilge pump are standard equipment. There are two 150 ampere hour deep draw batteries in secured boxes to service the system. An engine mounted 35 amp engine driven alternator charges these batteries.

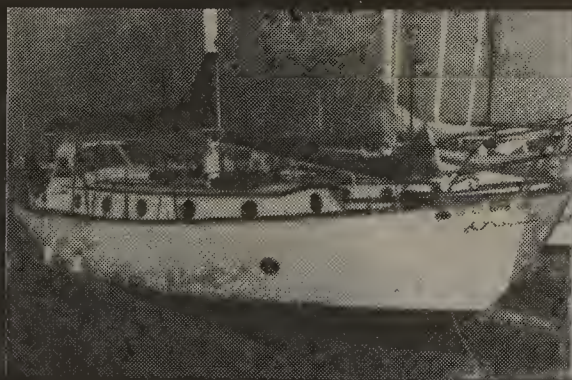
110V/AC:

A 30 amp dockside A/C system is included. We've located 7 double outlets at practical locations for your convenience. The system is protected by a double circuit breaker adjacent to the 12V accessory panel. A 50-ft. 3-wire dockside power cord is included.

Cathodic/ Lighting Protection:

The mystery of your yachts underbody solved! All underwater metal parts are bonded & protected by zincs. Two 3 x 5 flush mounted zincs protect port & starboard fittings, & a shaft nut zinc protects the propeller. Also, mast & rigging are connected to a lightning ground, naturally!

BROKERAGE



Pampered RAFIKI 37. Hull #16, commissioned fall of '77. "TREPID" owners took pride in owning one of the best maintained & equipped R-37's that we've delivered. Equip. w/standard equip., + many extras includ. dodger, autopilot, wind direction, windspeed, RDF, clock, barometer, CNG stove, more. Replace new, approx. \$95,000. AT OUR DOCK — \$74,950.



Hard to find CT-41 PILOTHOUSE, exceptionally well-equipped includ: inside steering + all desired equip. for extreme cruising. Partial list: rader, autopilot, full elec. fireplace, refrig., 6 sails, Metzler dinghy w/o.b. A Value. AT OUR DOCK — \$84,950.

1815 Clement Avenue
Alameda, CA 94501
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The
**Yacht
House**

OAXACA; THE FASTEST SANTA CRUZ 50

Joe Burgin likes to go fishing but he didn't have a boat, so he went to talk to brother Larry who had a 48' sail boat. Maybe together they could get a bigger boat.

Larry Burgin is not new to ocean racing and with the 48' 'Nalu IV' he is routinely represented in the racing circuit, or he was until Joe got his attention.

Eventually they got the whole family involved and bought **Oaxaca**, a Santa Cruz 50.

The **Oaxaca** project is deliberate. There is little left to chance, and the boat is continually being refined. Responsibilities are delegated to qualified crew members, and overall progress is orchestrated by the very capable Skip Allan.

To ensure their competitive edge, sails were bought from Richards & van Heeckeren. They knew of the impressive reputation which Richards & van Heeckeren has earned over the years, and they figured that the sails would be designed and built with more care, that the follow up service would be more comprehensive, and that **Oaxaca** would win more races as a result.

To date **Oaxaca** has compiled an enviable record:

★ Puerta Vallarta Race:

Third to Finish behind 84' 'Christine' and 62' 'Ragtime' (62' before adding transom scoops). Third Overall, and First of the four Santa Cruz 50's, and an impressive 18 hours ahead of the next Fifty, gaining 10 miles a day on the other boats.

★ M.B.Y.R.A. Natural Bridges Race (29 Starters):

First to Finish, First Overall, beating the next Santa Cruz 50 by 10 minutes.

★ Santa Cruz 50 Spring Championships (4 entries):

First Overall, while compiling a 2,1,1,1 record for the series, sailing her way out of some impossible situations to show who is the Champion.

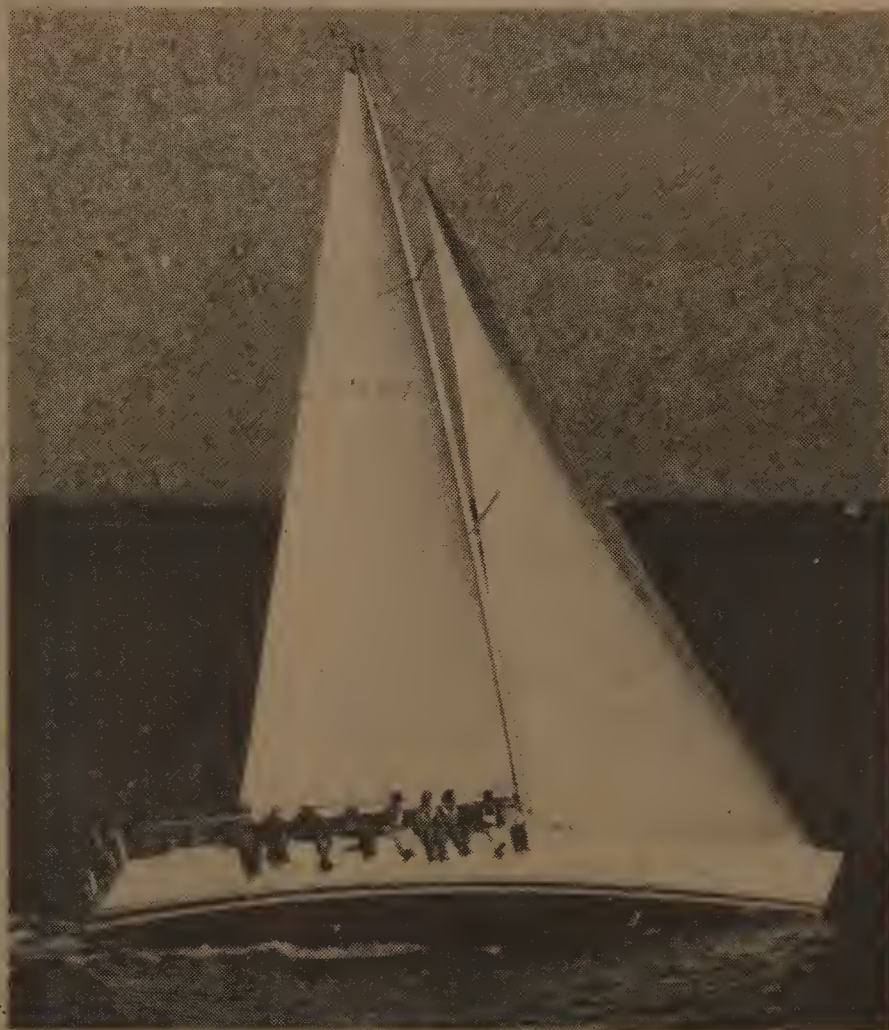
★ M.B.Y.R.A. Santa Cruz to Monterey (30 Starters, 30 Miles)

First to Finish, completing the race in just three hours, 20 minutes ahead of the next Santa Cruz 50 — and just ahead of the committee.

Oaxaca is impressive. Her outstanding performance is achieved through the methodical execution of a thorough and comprehensive effort which the Burgin family has put together. **Oaxaca** has yet to be beaten by 'Octavia' and 'Chasch Mer', two other well sailed Santa Cruz 50's.

Richards and van Heeckeren is proud to be part of the superb effort put forth by the Burgin family.

Oh yes, Joe almost landed a big one; while crossing the fleet on starboard just after the start he hooked a 38 footer, but the line broke.



★ **Oaxaca** Winning the Santa Cruz 50 Spring Championships.



415/444-4321

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Richards and van Heeckeren

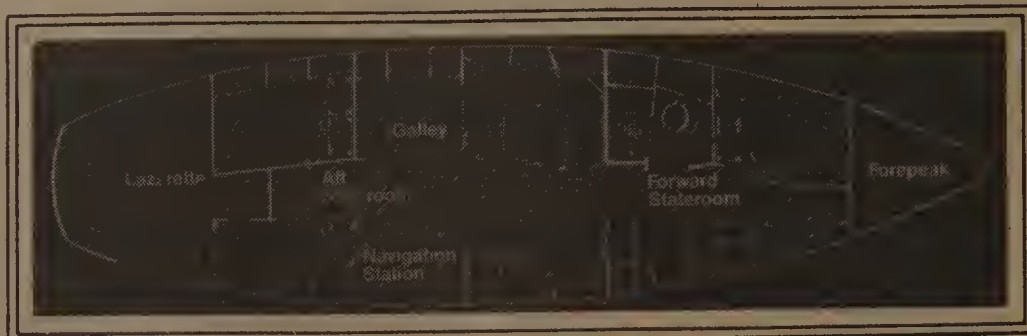
SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321

★ Powered by Pineapples

No Other Yachts

The Mason 43

Designed by Al Mason, the MASON 43 is a tricabin aft cockpit bluewater yacht of moderate displacement. Design emphasis is placed on beauty, performance, safety and comfort.



The MASON 43 is constructed of the most modern materials to Lloyds †100A1 specifications.

A design of such obvious beauty requires superior craftsmanship in her execution. You will find MASON 43 quality second to none.

SPECIFICATIONS

L.O.A. 43'10½"

L.W.L. 31'3"

BEAM 12'3½"

DRAFT 6'3"

DISPL. 25,000

S. A. (cutter) 899 sq. ft.

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2415 MARINER SQUARE DR. ALAMEDA, CA 94501 (415) 865-3662

Even Come Close



NORSEMAN 447 BY ROBERT PERRY HIGH PERFORMANCE OFFSHORE CRUISER



NORSEMAN 447 WITH OPTIONAL CUTTER RIG



SAIL PLAN

The NORSEMAN 447 represents Bob Perry's latest design in the mid forty foot range. The NORSEMAN is a high performance cruising yacht, yet its design is such that it can easily be sailed over long distances by a short handed crew. She is extremely stable yet very responsive in light air and gives excellent performance on all points of sail.

The NORSEMAN'S interior is very spacious and with headroom ranging from 6'8" to 6'4" throughout, she is ideal for sailors of all sizes. The tri-cabin, 2 head layout is well lit and ventilated by a combination of 9 opening ports, 6 opening hatches, 5 deck prisms, 5 dorade type vents and six fixed windows.

The galley is both large and functional and has more than adequate stowage while the main salon easily seats 6-8 for meals or socializing. Topsides, the deck layout is extremely efficient and can be easily modified for a cutter rig. The sail plan is extremely powerful allowing for quick passages in light air, yet easily reduced for more efficient offshore conditions.

So, all in all, if you are looking for a well found performance cruiser or if you are tired of the I.O.R. headaches but not the speed, then the NORSEMAN 447 is the boat for you.

SPECIFICATIONS

L.O.A. 44'7"
D.W.L. 37'6"
BEAM 13'0"

DRAFT 6'4"
DISPL. 28,000
S. A. 937 sq. ft.

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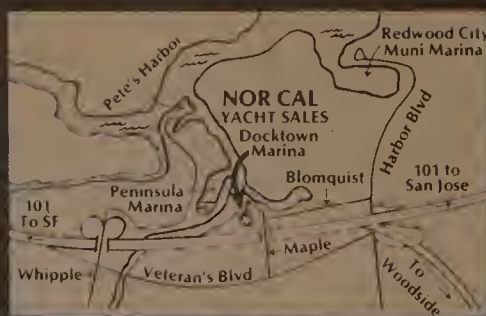
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COVER PHOTO BY MICHAEL WRISLEY
18's — Dynamic dua race across the bay

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NORTHERN CALIFORNIA YACHT SALES BROKERAGE

SAIL YACHTS

87' Aldin Schooner.....	\$600,000
77' Steel Ketch.....	1,000,000
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47' Caribe Cutter.....	129,000
45' Dufour 12000.....	219,500
45' Bristol 45.5.....	169,000
45' Columbia.....	97,500
40' Bristol Custom Yawl.....	122,500
38' Columbia.....	48,500
36' Islander.....	79,900
36' S2 IIA.....	78,000
36' Mull One Off.....	59,500
36' Pearson Pilot House.....	89,995
35' Santana.....	72,000
35' Ericson.....	84,950
35' Ericson.....	47,500
35' Dufour.....	115,000
35' Pearson.....	62,500
33' Nor'West.....	71,500
32' Bristol.....	39,950
32' Pearson 323.....	69,500
31' Pearson.....	49,750
30' Columbia..... 2 from	25,900
30' Dufour.....	29,950
30' Pearson.....	12,500
30' Pacific.....	12,500
30' Ericson.....	49,900
29' Columbia 8.7..... 2 from	33,500
29' Cascade.....	18,950
29' Seafarer.....	17,000
28' Islander.....	35,900
27' Dufour.....	Offers
27' Balboa.....	24,995
27' Cal 2-27.....	24,500
27' Newport.....	18,500
27' Orion..... 3 from	45,000
27' Balboa with trailer.....	26,500
26' Pearson Ariel.....	17,950
26' S-2.....	24,900
26' Chrysler.....	18,500
25' U.S. with trailer.....	22,000
Custom 1/2-Tonner.....	40,000
25' O'Day with trailer.....	15,500
25' Catalina.....	14,200
24' San Juan.....	19,500
24' J-24..... 3 from	16,500
23' Spirit.....	15,500
22' Pearson Ensign.....	4,995
22' Columbia.....	4,995
21' Balboa.....	7,995
21' Spirit.....	8,995
20' Santana with trailer.....	6,800
20' Balboa with trailer.....	3,900
19' Rhodes.....	2,995

POWER YACHTS

90' Custom Motor Yacht.....	800,000
58' Chris Craft Roamer.....	450,000
57' Chris Craft Connie.....	167,500
55' Chris Craft.....	125,000
50' Chris Craft Connie.....	135,000
40' Blue Water.....	99,000
34' Calif. Fast Trawler.....	78,000

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2415 Mariner Square Dr., Alameda, CA 94501
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THE FIRST YEAR'S MONTHLY PAYMENTS ON YOUR NEW PEARSON FLYERTM JUST DROPPED \$95.

Roughly, the sailaway price of the new Pearson® Flyer 30 is \$35,000. We've assumed a down payment of \$7,000 and financing \$28,000 for 15 years — at 17%.

Well, we're going to knock 5 points off that rate for the first year of your loan! **As soon as you've paid for your new Flyer, Pearson will send you a check for \$1,140.**

And we'll send you that check for \$1,140 — no matter what arrangements you make with your bank or financing institution.

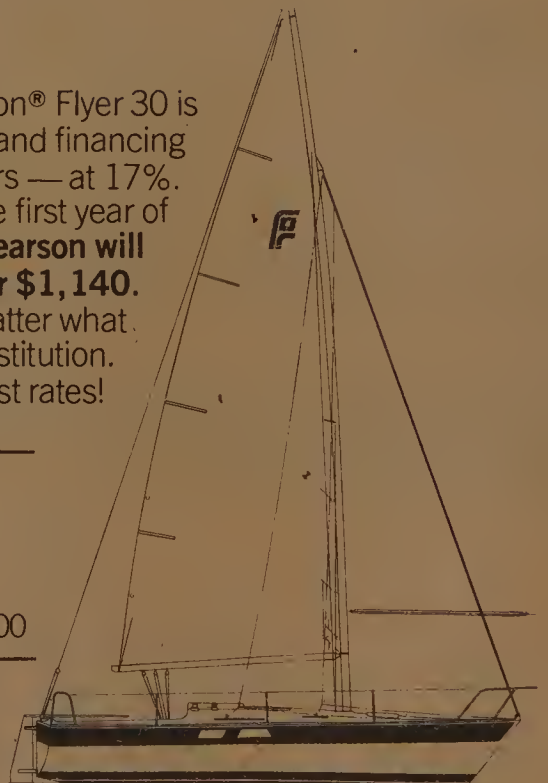
Come in today. And thumb your nose at high interest rates!

FOR EXAMPLE:

Sailaway Price		First-Year Monthly
of Flyer	= \$35,000	Payments on \$28,000
20% down	= 7,000	@ 17% = \$431
Amount financed	= \$28,000	@ 12% = 336
Term = 15 years		\$95 x 12 mos. = \$1,140.00

Offer effective on Pearson Flyers ordered June 10 thru August 10, 1981.


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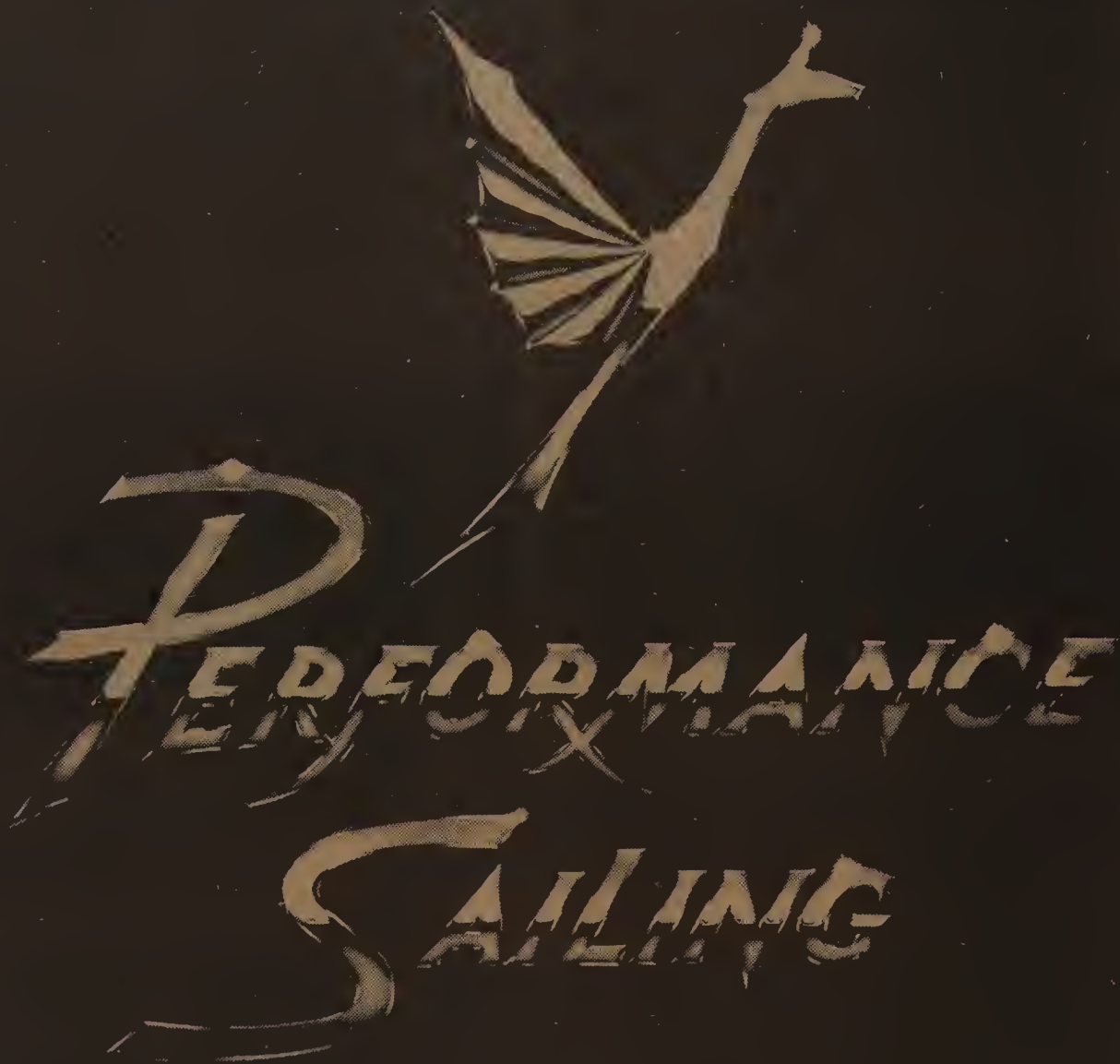


Did you hear anyone yell Gybe-Ho?

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New Sensational LifeLine Covers
Closed-Cell Foam
Will Not **Crack or Discolor**
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List: \$139.00

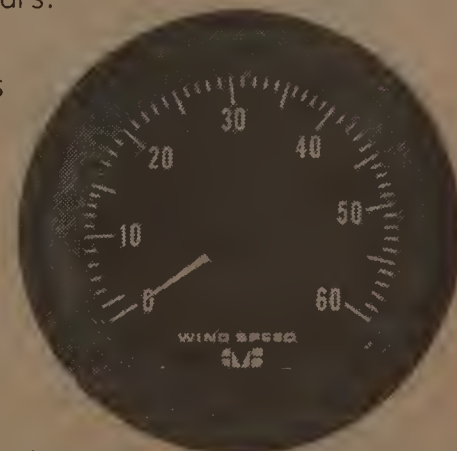
SPECIAL SALE: \$89.50



MODEL BU25AW apparent wind. Companion to U25KW or U25WS. Sensitive, accurate with a light weight masthead unit & a minimum 12VDC .003 current drain. Wind direction is one of the most important factors in achieving sailing efficiency & safety.

List: \$185.00

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MODEL BU25WS windspeed. A rugged, lightweight windspeed indicator that instantly tells of wind changes & weather trends, self-powered, complete, & easy to install.

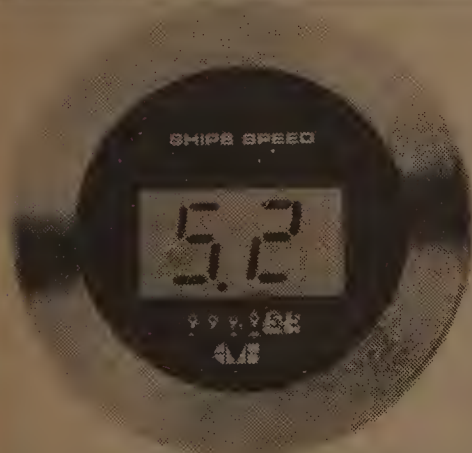
List: \$150.00

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We combined the BU25KL, BU25WS and the BU25AW in one package so that you have all these required instruments along with everything necessary to install them in one package. Besides the convenience, you save a substantial amount over what the individual instruments would cost. The instruments are shown mounted on our optional P103 pod.

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LKLD Knotmeter/Log Combination. A perfect combination of our large 3/4" liquid crystal readout & distance log. All the features that make our k.m.s & logs the most accurate & reliable in the world — combined in the LKLD. Complete w/all cable, hardware, night light & instructions.

List: \$425.00

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LWD Windspeed. Lightweight masthead unit drives the sensitive readout head; large display shows you the average wind velocity is & allows you to easily see high/low patterns in the gusts. LWD easily combines w/the LAD mast unit. Low power 12VDC required.

List: \$425.00

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LSD Depth Sounder. Easy readability of our large display combined w/over 6 yrs. of proven digital circuitry — one of the finest d.s.s on the market. The new depth alarm is unique in operation. The high contrast liquid crystal display reads accurately from 2-ft. to over 300-ft.

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White or color coded. Extra low stretch.

1/4	22¢ per ft. - Reg. 29¢
5/16	28¢ per ft. - Reg. 37¢
3/8	38¢ per ft. - Reg. 50¢
7/16	48¢ per ft. - Reg. 64¢
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All colors.

5/16	29¢ per ft. - Reg. 39¢
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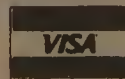
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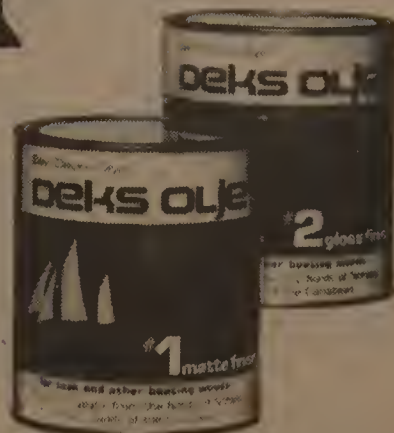
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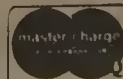
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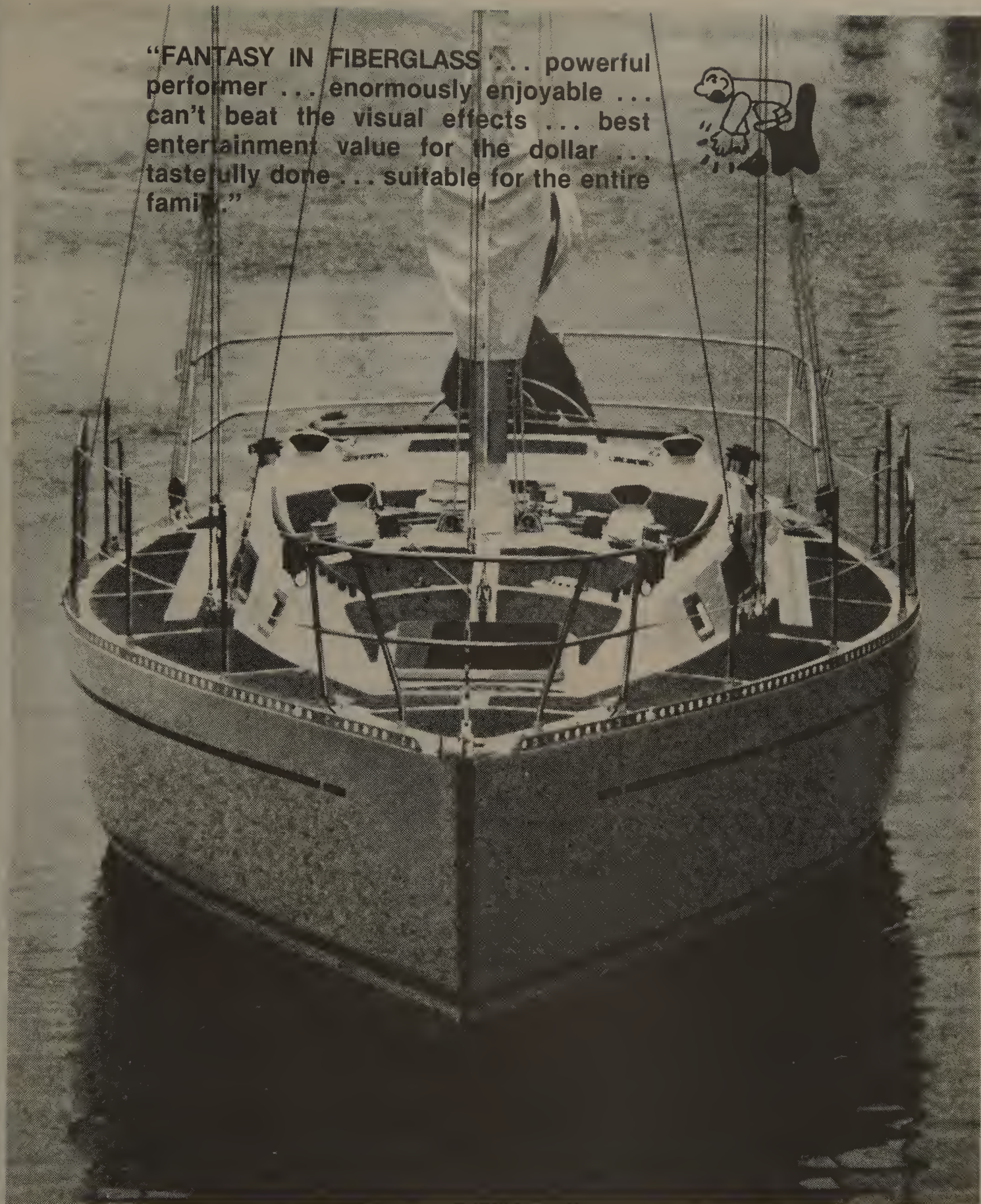
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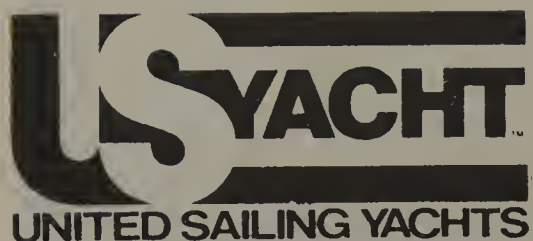
"FANTASY IN FIBERGLASS ... powerful performer ... enormously enjoyable ... can't beat the visual effects ... best entertainment value for the dollar ... tastefully done ... suitable for the entire family."



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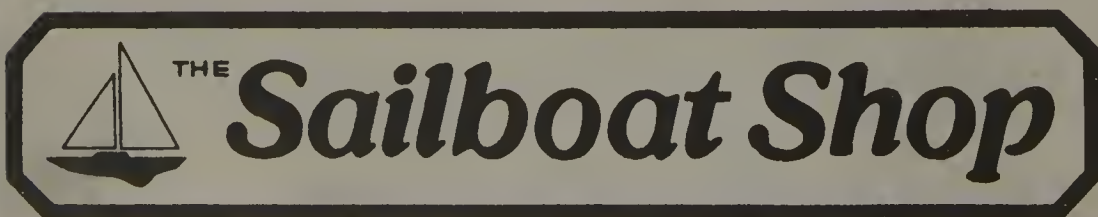
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CALENDAR

July 3 — TransPac. Pt. Fermin to Whatalulu. Hose out your trash cans for the mai tais!

July 4 — "Any-Way-Around-Angel-Island" Regatta. Apply by July 3. See Sightings.

July 4, 1982 — Jack & Jill TransPac, Louis Place, 2830 N.W. Market, Seattle, WA 98107. Make reservations early.

July 4 & 5 — Laser Heavy Weather Slalom. St. Francis YC. How many times can you tip over in six minutes?

July 4 — MORA Long Distance Race to San Diego. Bob Hrubes 843-9171 or Dan Brown, (714) 223-6566. Keep the smog to your left.

July 4 — Boreas Race. 30th Anniversary. S.F. to Moss Landing, sponsored by Elkhorn and Oakland YC's. (408) 372-1260. Sleigh ride to artichoke land.

July 6 — Metro YC's S.F. to Catalina Island Race for PHRF's under 180 and IOR's rating above 27. Another downwind sortie. Does anyone remember what close-hauled is? 832-6757.

July 6 — Start of Oceanic Society's Sea Camp for kids. See Sightings. \$175 for two weeks.

July 8-9 — Lectures by Bernard Moitessier (8th) and Tristan Jones (9th) take you around the world with stories and pictures at the Santa Cruz Civic Center. (805) 644-5827, (415) 472-3500.

July 9-12 — Fireball North Americans, Richmond YC.

July 9-12 — Monterey International Multihull Class, Monterey. Anything with more than one hull welcome. Call Colin: (408) 372-4271.

July 11-12 — High Sierra Regatta, Huntington Lake. Sun and fun.

July 11 — S.F.Y.C.'s Midnight Marathon. B.Y.O.B.&D. 435-9133.

July 14-19 — Cal 20 Nationals.

July 17-20 — Santana 22 Nationals. Is Lorna really sweaty?

July 18 & 19 — Prince of Wales Match Race 1/4 Finals. Pair up in honor of Charles and Diana. See Sightings. 422-3559 days.

July 19 — Silver Eagle Long Distance Bay Race. 86-miles of bayscenes, bayscapes, and bayviews. Courtesy of Island Yacht Club.

July 20-23 — Daysailor North Americans, Huntington Lake, CA.

July 20-24 — Maxi Series, England. Dueling big boats.

July 23-26 — Laser North Americans, Richmond YC. Dueling little boats.

July 24 — Tristan Jones at Marin Veterans Memorial Theatre, Marin Civic Center, San Rafael. 8 p.m. \$5.50 advance, \$6.50 at the door. 472-3500. More adventures from the deep blue sea.

July 24-26 — U.S. Boardsailing Championships, Newport, R.I.

July 26 — Big Lipton and Larry Knight Races.

July 27 — Little Lipton and CHISPA races. See Sightings for venue details.

July 27 - Aug. 4 — Admiral's Cup, England. Who will the U.S. send and will they rate the same both before and after?

July 30 - Aug. 2 — Coronado 25 Nationals, Olympic Circle.

July 31 - Aug. 2 — Santana 20 Nationals, Huntington Lake, CA.

Aug. 1-2 — Frank's Tract Mystery Race for Thistles, Lasers, Coronado 15's, Lido's and Keel boats. Call (916) 944-0244 days or (916) 481-1885 evenings. The mystery is

Aug. 7 — First Friday Flicks at Berkeley YC. "Laser Worlds" and "Whitbread Race". Call Chris Kafitz, 524-9655.

Aug. 10 — Deadline for Northpoint Y.C. "S.F. TransPac Regatta". See Sightings. 647-1668.

CALENDAR

Aug. 15 — Ocean-Vallejo Race. From surf to turf. 771-9500.

Aug. 22-23 — Wilderness 21 Nationals. Encinal YC. John Barker, (408) 462-0828.

Friday Night Races — Spring Twilight Series, Oakland Estuary, July 10. Summer Twilight Series, July 31, Aug. 14, 28, Sept. 11, 25. Call Steve Remington, (415) 523-3618 or (408) 259-3360; Sausalito Cruising Club, July 10, 31, August 14. Call (415) 332-9349; Golden Gate Yacht Club, August 7, 21, 28, September 4. Call (415) 924-0570 or (415) 346-BOAT.

There's also Friday niters at Corinthian Y.C. (415/435-4771); Wednesday nite races at Vallejo Y.C. (707/644-5321) and off Santa Cruz (starting at 6:30). Have fun!

Send your Calendar notices to *Latitude 38*. We close on the 22nd of the month; magazines reach distribution points by the 7th of the following month. Send early; send often.

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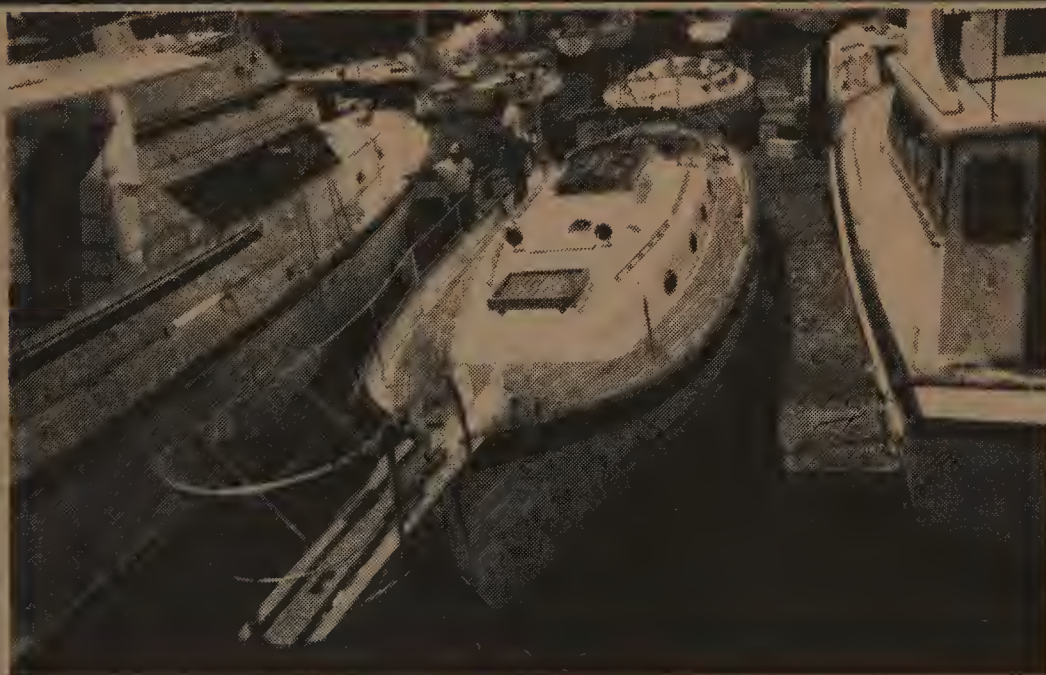
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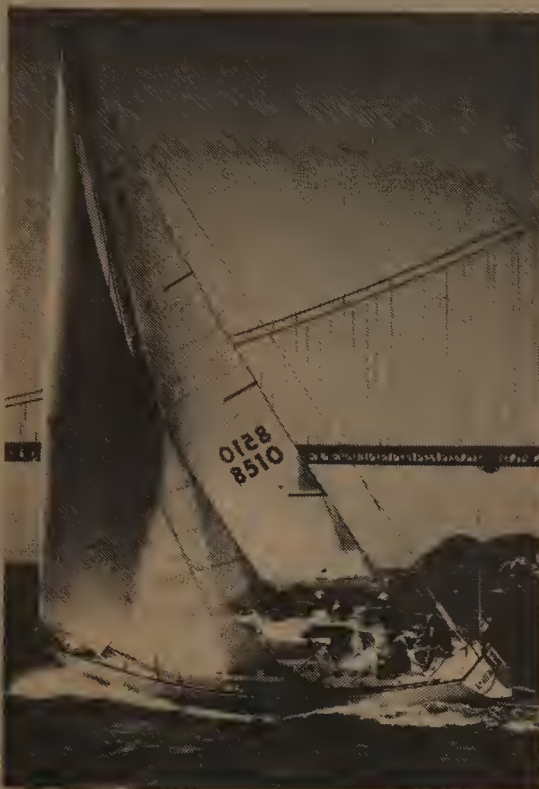
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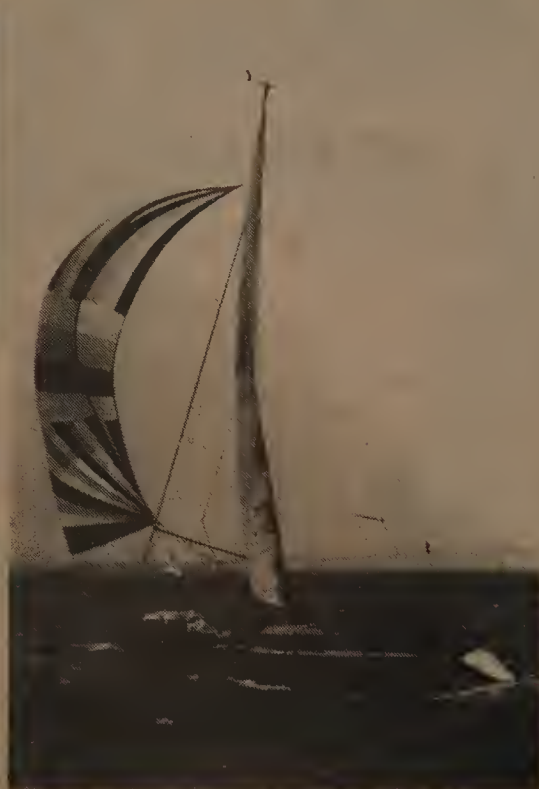
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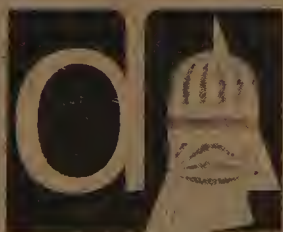
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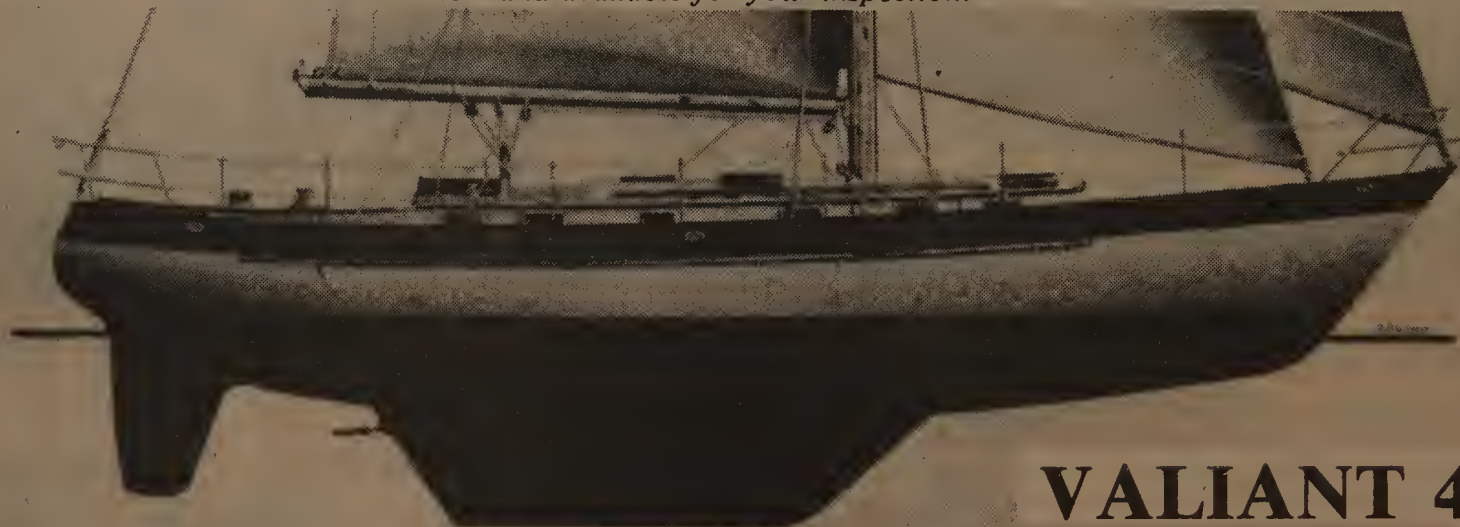
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vessel. Owner consider R.E. trade or finance. **\$130,000.**

PETERSON 44. '79, Hood self-furling, A/P, Keefe windlass, dodger, Loran C, side band, VHF, spinnaker gear, teak decks, LeFiell spar with internal halyard, 55 ST Lewmar. Loaded



repeater at nav. station. Only 6 months old. Owner bought larger boat. Assume \$98,000 loan with wraps. **\$135,000.**

CHEOY LEE 44. '80, 7 winches, Martex prop, full spin. gear, dodger, VHF, Telco wind direction/speed, log, d/s with



vered with Lloyds of London Cert. of const. standards. 5 now sailing on the bay. **\$110,000 complete.**

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wind instruments, Avon raft, MOB gear, windlass, CQR anchor. Also '76 Valiant 40, dodger, Telcor instruments, heater, Avon raft, Signet. Boat has not been cruised, bristol cond. **\$125,000.**

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LETTERS

□NUKIE, NUKIE

Your knowledge of sailboats may be great, and I think it is, but your knowledge of nuclear reactors and potential nuclear accidents is not.

I could write a small book on what is wrong with your comments on Dan Weinstein's letter (Vol 47, May '81, page 39). Your brief description of a reactor accident consequences demonstrates a great ignorance of these matters — it would take a whole series of highly improbable events occurring in exactly the right sequence with an almost impossible combination of operator errors to reach a reactor core meltdown stage. *Then* you would need some Hollywood-type magic . . . and you *still* wouldn't get the results you describe.

The staff of the President's Commission on Three Mile Island found that if that reactor had reached a meltdown phase, the radioactive releases would have been only slightly greater than they were. And that wasn't very serious. (Look it up — Appendix E, F, and G to the Commission's report.)

As far as involuntary risk is concerned, you and yours are subjected to it by everything around you, including falling airplanes and that guy with more horsepower than brains in the next boat or car. The "involuntary risk" argument is just plain dumb!

Anyway, you have a damn good sailing magazine — why not stick to sailing.

H. A. "Hal" Rogers
Lady Doris
Santa Cruz

Hal — We don't have to know anything about nuclear reactors to know that it was insane to dump all those barrels of radioactive leftovers in the ocean near the Farallones using containers that will give out long before the radioactivity does.

We also don't have to know anything about nuclear reactors to know that in the past the government has lied to the public when it felt it either necessary or helpful, and pretty much the same is true for the nuclear industry. So while we can't argue with you on technical grounds — our scenario was a spoof — we are convinced that the industry and government aren't to be trusted in matters which have serious ramifications for such a significant portion of the population. Nothing personal, but we simply aren't willing to put our health in your hands, the hands of the nuclear industry, or the arm of the government which supposedly watches over the industry.

As for involuntary risks, if we thought cars, planes, or anything else were as potentially dangerous as nuclear power, we'd fight like hell against them also.

But as you suggest we're going to stick to sailing from now on; after this month, you'll read no more about nuclear power in this rag.

□DYNAMITE INQUIRY

Hey — on page 71 of the July issue is a dynamite picture? Artist's rendering? — whatever — is there anyway we can get a copy of that — it's not everyday you see a 65-footer surfing amongst the icebergs — assume the original is larger than 4"x5" — please, please let me know how we can get a copy — by the way, keep up the good work — love what you're doing.

Paul McCoy
Annapolis, MD

Paul — We reproduced a postcard that was enclosed as part of the press release. Call Dick Seay, (714) 646-3109, for information on



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LETTERS

what we're certain was originally an oil painting.

□ EXPERIENCE SPEAKING

A friend has been keeping us supplied with current issues of *Latitude 38* while we've been cruising in Mexico the past three months. We've enjoyed the accounts of other cruisers and can't add much except to recommend to those coming this way Jones & Gerlinger's *Baja California Cruising Notes*. Laird Brown (Stephenie B) generously gave us his copy before he left Baja, and it has been very useful. We're glad we'll have another chance in the fall to visit the coves on Isla Espiritu Santo, Isla Danzante, and San Juanico. We had most of those coves to ourselves for days at a time. The snorkeling may be better at other times of the year than April; at least, in comparison with Hawaii, the snorkeling wasn't as spectacular as the guide suggested.

The sketches in the guide are occasionally confusing if you're coming from the south — especially when you want to find the path through the rocks at the S. tip of Isla Danzante or when you want to find the anchorages in San Juanico. It was also exasperating to be told to use extreme caution when passing through the San Lorenzo channel but not to be given more details. The other information we had was positively misleading and could have put us on the rocks. Our chart (#21014) showed one buoy in the channel to be White & Green; a sketch we'd traced from the *Baja Sea Guide* showed two buoys — the southernmost being White & Green and the northern being White & Red. When we arrived from the south during the daytime, we saw a Red & White buoy at once and could see what might be a white buoy in the northern distance. The boat in front of us had turned 90° and stood off to puzzle things out, but we hadn't realized we'd be facing a puzzle and we'd missed their decision. The boat behind us told us they took the northern buoy on their port and almost went on the northern shallows. We figured the white & green buoy must be gone & took the white & red one just as close as we could on our starboard. If the tide had been low or if conditions had been choppy or if we drew more than 6'4", we'd have crunched into some monster rocks. Chart #21120 may be more helpful.

Dix Brow's *Boating in Mexico* should be reissued in two volumes; one called "Trailerboating in Mexico" and the other called "Bashing Up Baja"; being on a 35' sailboat and not intending to go back to California (by boat) unless we have to, we didn't find it useful at all.

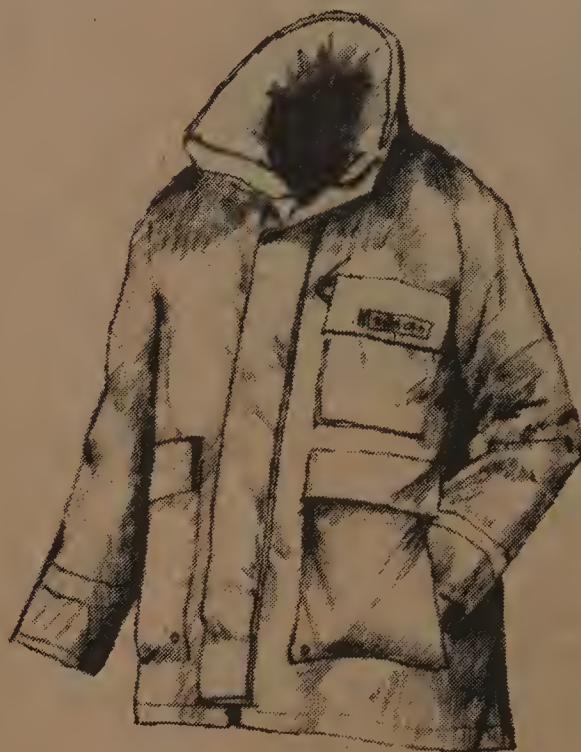
We've had a good time reading Carl Franz' *People's Guide to Mexico* and hope to take it with us ashore and inland. *Mexico: The Struggle for Modernity*, by C.C. Cumberland, was an interesting economic history — we're sorry it closed with '68. *The United States & Mexico*, by Howard F. Cline, was interesting, but we were surprised there was so little coverage of the Mexican War with the U.S. We had to get out Chas. & Mary Beard's *The Rise of American Civilization* (1927) for that; they had a detailed account of motives and events that reminded us how much history is like life: Muddled and full of ironies.

Our last contributions might fit in your issue on equipment evaluation. There's a serious misprint in the Pisces marine diesel manual: it advises using SAE 90 in the ZF transmission and changing it every 100 hours; now we know it should specify SAE 30, to be changed every 50 hours. After 1100 engine hours with no problems, we left San Diego for Cabo San Lucas, and within the hour the clutch started to slip. We could use the engine 2-6 hours before we'd hear a whirring noise and loose all drive. So we learned to sail in light air, saved the engine to motor into Cabo, and expected to spend the



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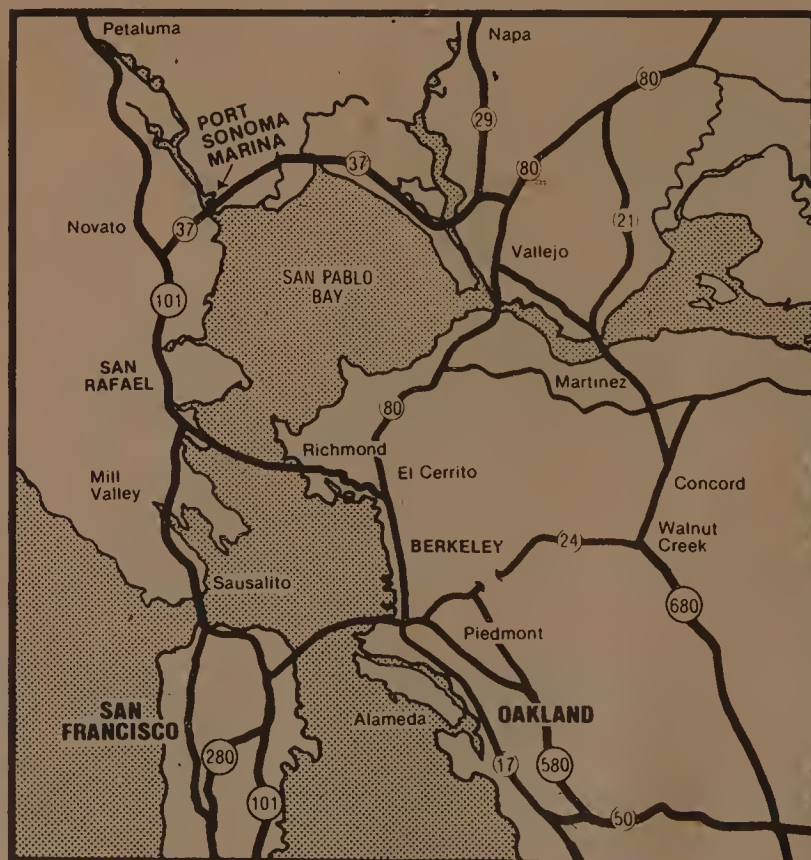
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ON TOP OF THE BAY



LETTERS

next month tearing out and fixing the transmission. Luckily, in talking with Larry Dotter, anchored behind us on *Allysum*, we discovered that they'd had the same trouble and had had to pay \$600 to have their transmission and its oil analyzed, only to find that the manual specifies the wrong oil. Another neighbor, Phil Meyers on *Religion*, had suspected a discrepancy when he bought his engine; he wrote the company and received confirmation that SAE 30 was the correct oil to use. We were very lucky; we'd just started to jack up the engine and we saw lots of hours and dollars ahead rather than cruising. We didn't know what was wrong, what to send for, or how complicated it might be to receive parts in Mexico. If it hadn't been for our neighbors, we wouldn't have had such a lovely three months here. (Baja is a good place to have an engine.) In fact, meeting people like these has been one of the chief pleasures of cruising.

Other frustrating equipment failures:

One of three clasps on a plastic Pyhi porthole broke; lots of spray comes through even on these calm seas. In heavier weather we would probably lose the other clasps and have an uncloseable porthole. Replacing the porthole before we leave will be a big job. Pyhi has offered us 50% credit on the porthole if we can return it for examination.

We melted two Yachting Tableware Co. insulated cups — the only brand we see in marine stores. They should have stickers on their cups rather than caveats in their brochures to warn customers that their insulated items are "not suitable for boiling water." Sometimes we brew a pot of tea or coffee, but more often we go instant. Looks like a case of planned obsolescence.

A tape deck isn't really a marine item, but our cruising is more pleasant when our stereo works. Ours has been "fixed" twice by Radio Shack (where it was purchased three years ago); both times the repair was good for a week before the deck started chewing up tapes again. Unfortunately, we got it back the first time just before leaving for Hawaii, and the second time just before leaving for Mexico. The intervening months were spent in the shop.

That's not bad. We definitely can keep sailing with melted cups and crunched tapes. Our Benmar autopilot has done all our work without complaint, and our Raytheon radar has earned its passage.

Tinus & Lois Holwerda Poppema

Tinus & Lois — Thanks for your remarks on guides, books, manuals, and marine equipment.

We were fascinated by your reading list for Mexico, and hope other folks heading that way will take the time to get to know Mexico before they arrive there in person. There's simply no way to fully appreciate something without understanding the context you see it in.

We'd like to concur with your remarks on the Benmar autopilot; we've had one on our boat for almost two years and it's given nothing but trouble-free service.

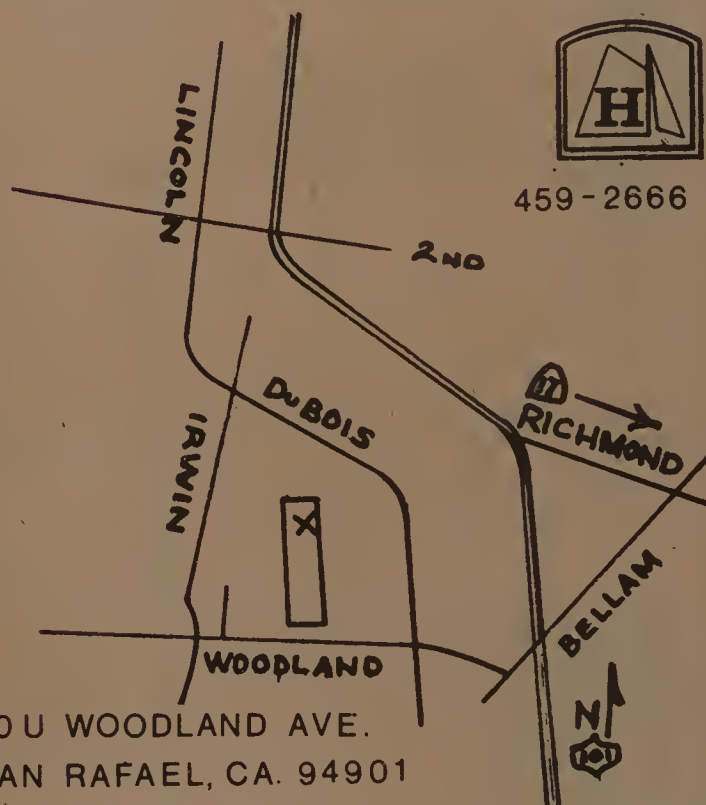
☐ IT'S GOING TO PICKLE OUR LIVER, BUT O.K., YOU GOT A DEAL

Thanks for trying to answer my letter last month but I think you missed the point about the wahine races, but then perhaps you print in a sensitive area and mentioning mahu's would hurt the free circulation. So be it.

Lets have fun, since you will be here during the TransPac, I think we should make a friendly agreement. Let us take the Bay Area (include Santa Cruz if you want) boats with the closest time allowances to the Hawaii boats and a drink for each win on corrected time. Of

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The 1981 Cabo San Lucas Race was won overall by Everett DeLaura's INTREPID. INTREPID also was the first place winner in class D I.O.R. FREE ENTERPRISE owned by Dick Ettinger and skippered by Hartley Turpin won first place in class B.

The 1981 Ensenada Race drew a record number of entries. 680 yachts hit the starting line and the results again prove that HOOD can put you in the winners oval. The President of Mexico Trophy for first in I.O.R. class A was won by CHRISTINE, sailed by Fred Preiss. CHRISTINE also won the Porter Sinclair Trophy for being the first monohull to finish the race. The President of the United States Trophy for first overall in P.H.R.F. was won by Jim Nugent's NUGIE TOO. NUGIE TOO also was the first in class D. TEMERITY skippered by Ted Kerr was third in class A I.O.R. and INTREPID was third in class C I.O.R.

The 1981 Puerto Vallarta Race was swept by CHRISTINE. She was first to finish, first overall and first in class A. An unprecedented feat for this race. We offer our congratulations to these fine skippers and yachts and offer our help to those of you who would like to see your name in the winners oval.



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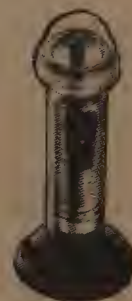
3/4 — 1⁷⁵ 1³⁶
1 1/8 — 2²⁵ 1⁷⁶
1 1/2 — 3²⁵ 2⁵¹
1 3/4 — 4⁹⁵ 3⁸¹



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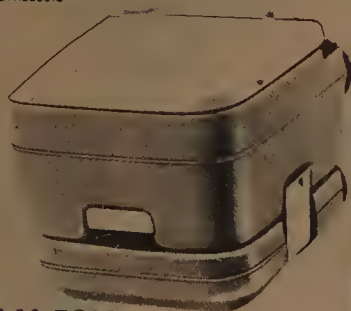
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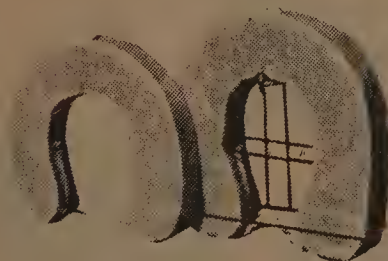
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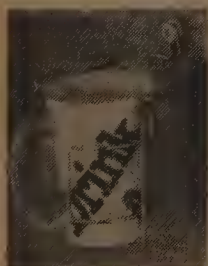
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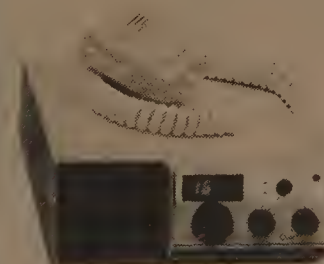
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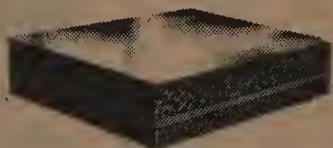
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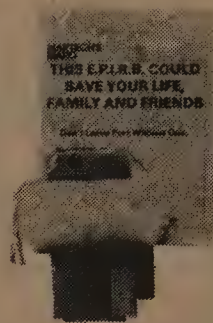
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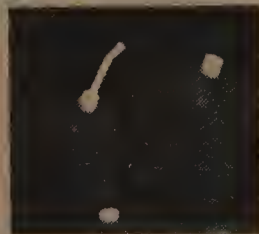
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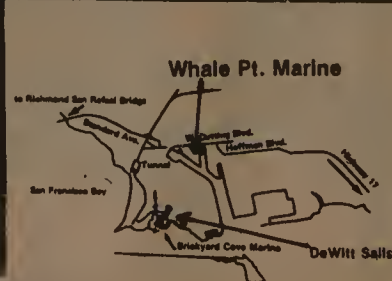


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LETTERS

course the drinks will be at the Hawaii Yacht Club bar, but what the hell, HYC is the center of the TransPac anyway. You won't have any trouble finding me since I am Co-Chairman of the Committee Boats and will be on duty 18 hours a day during the finish. Hell, if you could stand the change, we might even arrange for you to ride a Committee Boat (Power) to witness a few finishes.

As for your entry list for TransPac, it might have been nice if you had published the entire list, not just the 'Bay Area' entries, which included a charter by San Diego of *Merlin*. Also, the *Bravura's* list Lahaina, Maui as home port. But what the hell, you can only work with what is given to you.

My wife, Anita, and I are looking forward to your visit and hope to have a few friendly drinks at the Headquarters of the TransPac, the HYC bar.

Bob Rhein
Kahuna, Friday Night Races
Hawaii Yacht Club
L.A. of the Pacific

Kahuna — We really didn't know how to answer your letter last month, so we just wrote some muddled response that didn't really apply. It's an effective tactic when someone's cornered you in an argument and you're desperate for an escape.

Anyway, we'll see you in Honolulu, our tongues parched and ready to collect.

□ STRAIGHT SHOOTING

Thanks for the *Royce's Sailing Illustrated* tip, it has helped answer several questions.

I just read the July Letters and would like to offer some thoughts to J.T.P.O. based on 33-years of gun ownership that includes many hours of formal small-arms training.

If you are new to guns, or have been away from them for a time, start with a Hunter-Safety class. Check with your local gun shop to find one. This will keep you, hopefully, from putting a hole in your own foot, wife, hull, neighbor or whatever. In fact, if you have a wife, change the above order, and make her take the class with you. Besides, what would you think of a novice sailor who buys a boat and then invites a group of equally novice friends for a sail out the Gate and perhaps up the coast for the weekend to try her out.

Next, unless you are willing to put many hours into practice, forget the pistol. I consider myself good with a long gun because that's where most of my experience has been. I graduated to the narrow side of the barn with a pistol and no more due to lack of constant practice.

For your specific situation, if you still want a gun, I suggest a 12 ga. pump shotgun with the shortest legal barrel you can find or have made, which would be similar to those carried in the cop cars.

A S.F. cop I once new liked to tell about the time his partner was surrounded in a bar after answering a call early one morning. He entered the bar with the shotgun and saw the backs of the crowd around his partner. He claims that just the sound of him jacking a shell into the chamber of that pump parted the crowd like the Red Sea.

As for tactics, don't do like the guy that got shot in the face (hope he's O.K., I never heard) by coming on deck to see who's there. Turn on some outside lights, like spreader lights if you have them when someone comes aboard late at night. Make some noise like several blasts on your horn but don't expose yourself until you're sure



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LETTERS

it's only backs that you'll see. If you're in an isolated area and the above doesn't drive them off, stay below and don't give up your advantage unless you're forced to somehow.

I know that this is getting pretty long, but I enjoy guns, sailing, and most people. I don't want to lose any of these activities for any reason whether it be fear or legislation. Therefore please remember that shooting usually can be justified only where crime constitutes an immediate, imminent threat to life or limb and in only a few circumstances, property.

I hope it never happens, but if push comes to shove, I want the good guys to survive. So only when you know it's necessary, don't hesitate, blast the SOB's right out of the water. But first make sure you have all the right tools for the job and know how to use them.

Thanks for letting me blow off some steam.

Ron
Petaluma

Ron — Sounds like there's some pretty good advice there.

□ PLOYFULLY YOURS

Since Urbanczyk writes in a slightly unreal fashion, I always take a few moments (and pints) to gear my mind to his prose . . . Hiccup! I relate real good, now.

I read your Editorial advice on how to type his name, if ever I were to write him. I tried it, just like you instructed. Somehow my fist, in some disjointed fashion came up with Urban 12; funny.

Also I've lately sold my 30-footer, so as to buy a house with garden for the maintenance of my wife and brand new son. So, I would like for some light-hearted local (Monterey Bay) boat owner, who needs extra muscle, to give me a call. I am experienced in most forms of disasters afloat and bar-b-queing techniques.

J.W. Perkins
422-0577

J.W. — The deadline for signing up for the once-a-year crew list is long, long past; this looks suspiciously like a clever ploy to get around it. It only works once.

□ NOT QUITE JOYCE KILMER

Occasionally your publication wings its way this far south. I always read it when available because it is interesting and some articles are unusual.

In the May issue, I read the letter "Mismatch". After an interesting few minutes with a VLCC (very large crude carrier) in Mexican waters with my 46' cutter 2 years ago, my wife found a little poem in one of the yachting magazines and pinned it up over my navigation table. Perhaps Mr. Rorke would be interested.

He was right, dead right, as he sailed along
But he was just as dead as if he had been wrong.

J. Abernathy Oglethorpe
Anacapa Marina
Oxnard

□ DEAR PREPIES: [FOR THE LAST TIME]

I hate to be so persistent, but your anti-nuclear stance seems to have spawned two additional letters — one from a celebrity of sorts, the other from a luscious woman.

I'm glad that the Pardey's physicist friend decided to go sailing. Nuclear reactors, all of them, are built in accordance with the ASME

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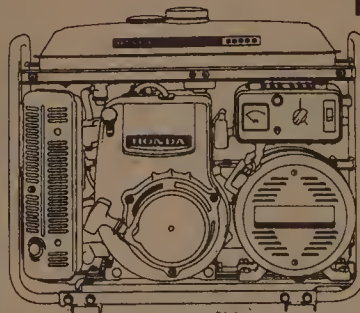
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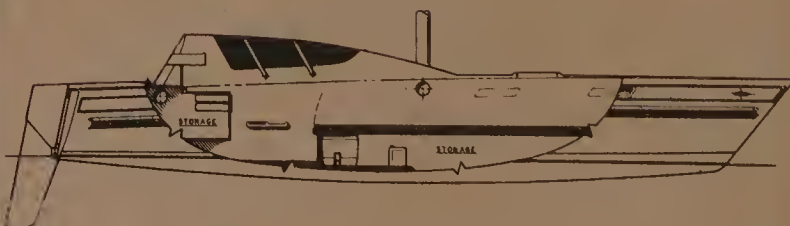
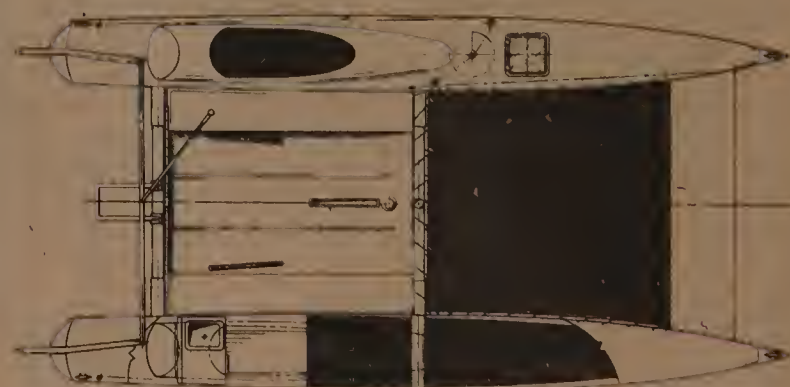
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LETTERS

Boiler and Pressure Vessel Code. The materials, welding procedures, quality assurance, and a thousand other aspects of construction are virtually identical for all plants. To make sure that everything is done to Code, inspectors are present and regulating licenses must be obtained at various stages of construction. Now if I can get this same work from one architect-engineering firm for less money than from another, I'll definitely take the cheaper one — and so would the Pardey's. I hope the Pardey's know more about lofting, joinery, and hull fairing than nuclear reactors. (Good luck in boat-building; I love wood!)

Guess what? Building a reactor is just like building a boat having a Lloyds certificate. When was the last time you were on a boat that had a Lloyds certificate? Boatbuilding codes are so superficial you don't know what the hell you're getting. Inspectors and licensing? Of course!

Ms. Champagne (yummy) is worried about doomsday. The argument is academic. We might as well stop storing gasoline, dismantle all chemical plants, and go underground. When that day comes, we should all be out there sailing. Regrettably, Ms. Champagne failed to reference the overwhelming number of pro-nuclear articles appearing in *Scientific American* during the past five years.

Well Preppies, this is my last letter because the subject is boring in a sailing magazine. Maybe you're correct, and you certainly can express your opinions. But just like a rock freak who says he hates Beethoven, opinions must be qualified by knowledge of the subject. Emotions seem to be the big thing these days. Someday we're going to get our celebrity with big tits.

What I'd really like to write about is the beautiful wood interior I built in my Tartan 30. Teak sole, teak with inlaid rosewood table, cabinets, racks, and even a cutting board. All this decorated with my custom half-models (Ericson 27/29, Intrepid, and Tartan 30). Bring your camera and I'll be happy to write how I did it.

Dan Weinstein
Cupertino

Dan — Preppies is spelled with 3 'p's — maybe all that radioactivity is getting to your brain.

And what's all this talk about teak and rosewood; we'd assume you'd finish out your interior with spent uranium. Just kidding of course, ho, ho, ho!

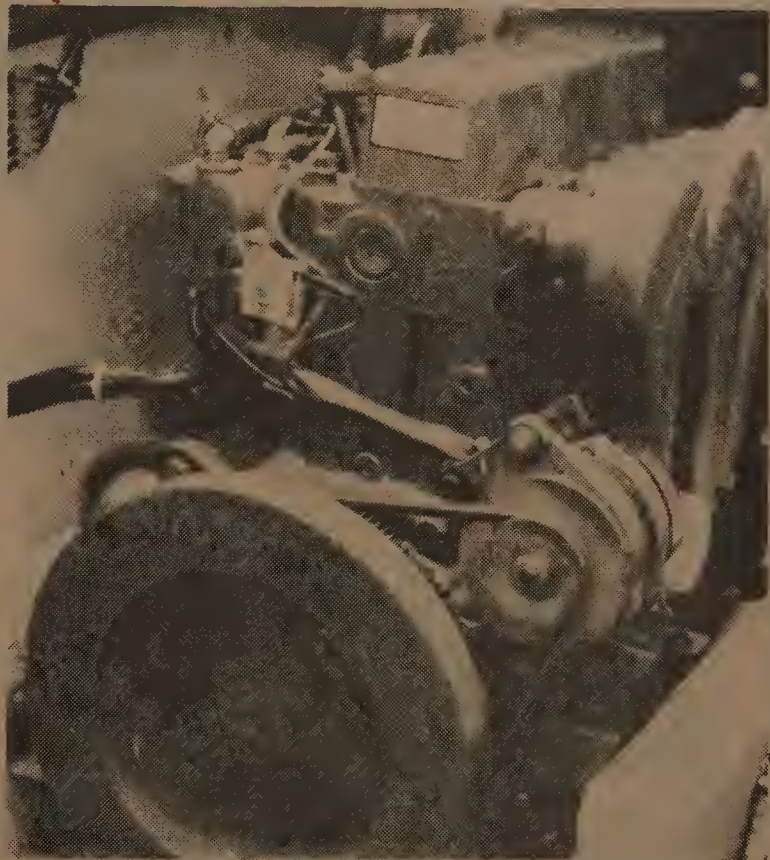
□ PIERLESS THINKING

In 1965, the inshore 3,000-ft. of the Berkeley Pier was improved and rebuilt to become a fine fishing pier. Its popularity is well deserved. The present pier is easily accessible by public transportation, provides restrooms, drinking fountains, running water, fish cleaning trays, benches for the many bay area fishermen using the pier and requires no fishing license. The outboard end of the original pier, built in 1926 by the Southern Pacific-Golden Gate Ferries, Ltd., extended three-miles out into the bay carrying street cars and automobiles to three San Francisco ferries.

The outboard end of the old pier was abandoned in 1937 when the Bay Bridge was opened. The pier has steadily deteriorated 'til now it a dangerous hazard to small craft navigation.

Twice daily tides currently flowing through the pier from one side and then the other can easily trap the unwary boater with crashing blows abeam which can cause severe damage before the boater can get his craft free. Since this portion of the pier is unlit, this can be a particularly frightening experience at night. Boating accidents such as

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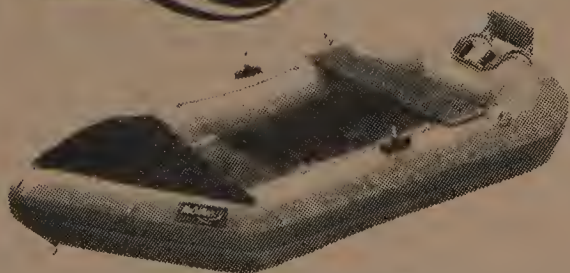
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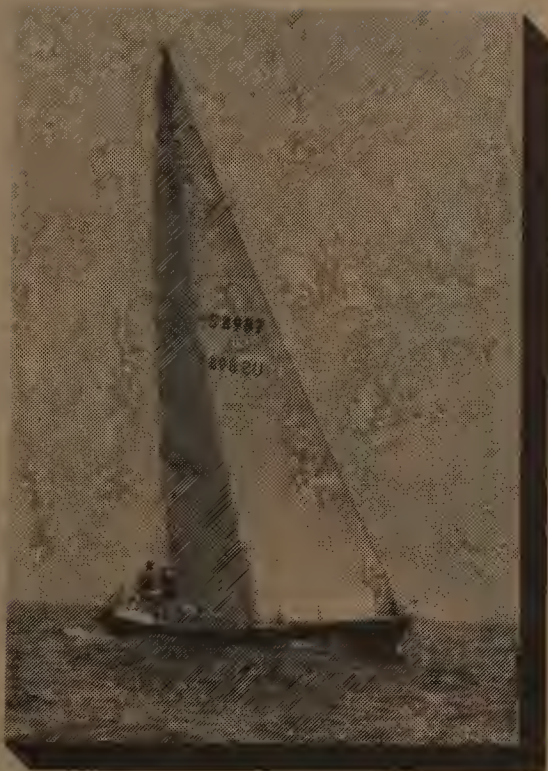


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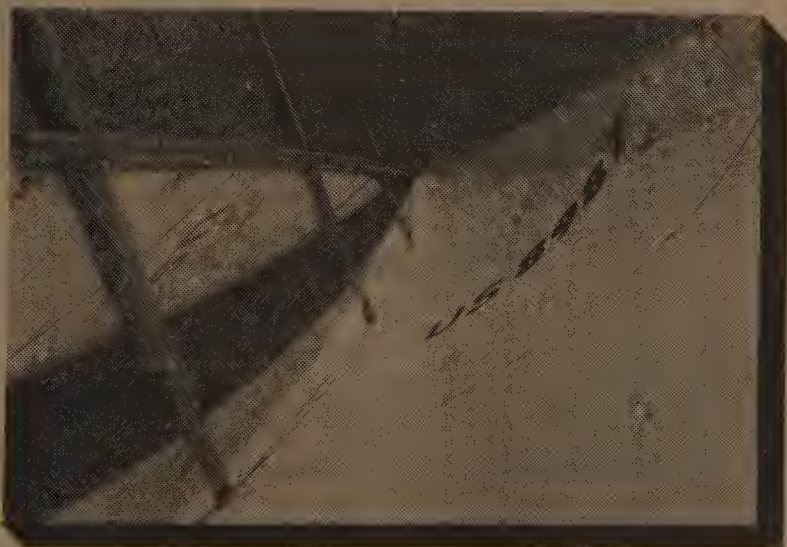
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LETTERS

this could lead to loss of life with resultant claims against the City of Berkeley. In fact, a sailor from Treasure Island was killed some years ago when a boat hit the pier in a dense fog.

At its present rate of deterioration, it is estimated the entire unused portion of the pier will have crumbled into an underwater reef with dangerous submerged snags in another five years. At that time it will also be more expensive to remove.

Therefore, a group of concerned citizens have formed an ad hoc committee, the Berkeley Pier Committee, with the goal of removing the unused portion of the pier and at the same time, improving the fishing throughout the Bay.

It is suggested that by using the readily available concrete encased timber piles, fishing could be improved by the construction of artificial spawning reefs. Also, the solid reinforced concrete pile caps or beams could be profitably utilized as rip-rap, either in the bay or up in the Delta. The net result would be improved fishing and removal of inaccessible and unused portion of the old pier at no cost to the City of Berkeley.

It is the Committee's hope to cooperate with and help the governing authorities to remove this dangerous hazard and eyesore from the Bay and, at the same time, improve the fishing and ecology of this great body of water.

Any positive suggestions and/or help that readers of *Latitude 38* can provide would be welcome.

Al Stebbins

615 Begier Ave., San Leandro, CA 94577

Herbert W. von Colditz

25 Agnes St., Oakland, CA 94618

□WHAT ARE YOU CALLING CUTE?

Your article in the July 1981 issue "TransPac — a woman who made the grade" was a good example of how to write a 'Cute' story by leaving out the facts.

To even imply that a female crew member is in anyway unusual is totally ridiculous. Tom Harney had one in each of his prior Hawaii crews and if you checked crew lists I am sure you would find several.

Secondly, to give the impression that you simply write a letter and get a crew position is terribly misleading to other aspiring novice sailors. The fact that Carol's husband, Roy Falk, is one of Tom Harney's best friends and has been a long-time crew member probably had far more influence on Carol's position than any letter she supposedly wrote to Bill Maritato. Bill, by the way, is also one of husband Roy's best friends.

Finally, the swimming she is doing has me puzzled, I thought they were planning to sail. One second thought, however, considering Tom's racing record with *High Noon*, thus far, perhaps swimming lessons are in order.

Michael Earl
San Francisco

Michael — Bitter, bitter, bitter . . . someone must have put fiberglass dust in your shorts this morning.

Let's get a few things straight:

1. We never implied that female crew is unusual; had that been our intent we certainly wouldn't have mentioned that a woman twice helped to deliver Andiamo back to the mainland, now would we?

2. It was Carol herself who told us that she got the position as a result of writing a letter to the navigator. We assumed that no reader could possibly be naive enough to think that a mere letter is enough



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LETTERS

to secure such a coveted spot, but we suppose you've proved us wrong. No doubt Carol's selection was influenced by many things, including her enthusiasm, her shoreside assistance in previous TransPacs, and positive attitude. (Incidentally, what makes you think this was a how-to-get-on-a-TransPac-boat article?)

3. You assume she got her spot because her husband is a friend of the owner. Carol figures she got it in spite of that. Frankly, we'd tend to lean toward her explanation; just see what kind of response you get if you ask the owner if your wife can come along on the next-TransPac.

What really puzzles us, however, is your ridiculing the efforts of Tom and Carol. From what we've been able to tell, their dedicated efforts have won them the respect of their peers.

Sure, there are a few world class sailors, you're no doubt among them, who could step onto a complex boat like High Noon and win every race you entered. That's terrific and we're happy for you, but since all the rest of us in this world aren't that talented, why not humor us with a little patience? We're sure Tom and Carol will be as patient with you when you begin lessons in humility.

□WHAT A LETDOWN

Never got to write a letter to a magazine before, and now that I'm doing it, it does not seem to be all that wonderful. Maybe it's the type of paper that I am using or the cheap BIC pen. I wonder how all those regular letter writers do it. Anyway, ten bucks for one year is not so bad considering that your "sheet" actually contains some decent stuff.

Donn Alexander

Donn — Regular letter writers do it in a variety of ways. Women always use fine point pens, pretentious sailors use expensive Cross pens, illiterates use typewriters, and powerboaters use pencils with great big erasers. Personally, we use felt pens with indelible ink, because we don't make mistakes. (And when we do we sure won't admit it.)

□THAT WAS THE MONTH THAT WASN'T

I've been a faithful reader (and now a "saver") of Latitude 38; like many of your readers I devour your magazine from cover to cover. But what happened to June? I've heard of leap year but leap month is ridiculous! In case no one had noticed Vol. 47 was May and Vol. 48 was July. You probably can't wait to get up the Delta instead of having your oysters blown off their rocks. Did I get that right? Keep up the good work. And don't change your magazine. It's the greatest!

Tom Hughes
Brickyard Cove

P.S. — Falcon finally replaced the broken (defective) Pro-15 wind vane. It broke, too. But I'd like to put in a good word for Sevytor. My old 116 inflatable was ripping apart at the seams. I took it to them in L.A. and they replaced it free of charge with a slightly blemished K 116. It's good to know that some people stand behind their products.

Tom — If you think we're so screwed up that we'd print the July issue in June, then you've got a tremendous insight into what's happening here.

□WE'RE REAL, NOT MADE OF STEEL!!

My husband and I really enjoy your magazine, keep it the way it is. Yours is the only magazine we get an absolute kick out of and we

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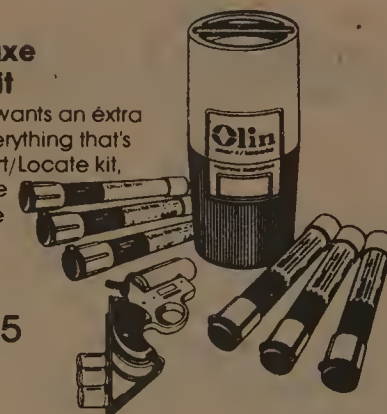


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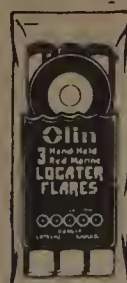
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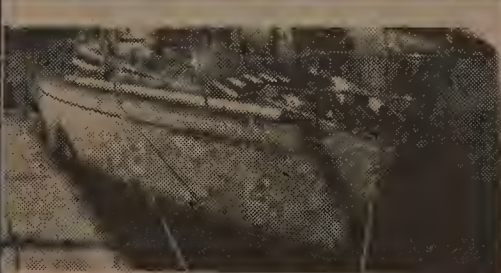
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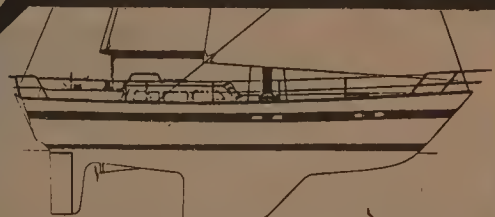
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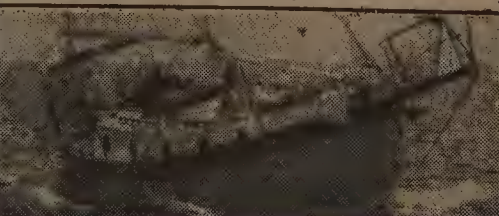
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LETTERS

read from cover to cover. We've subscribed to other sailing magazines before but haven't been overjoyed with the style and "stuffiness".

Enclosed is a check for a subscription. More power to *Latitude 38*! You're real people.

Jan & Cheryl Christensen

□ A SANE ROUND THE WORLD RACE?

In coming months, we're likely to be reading a lot of hoopla concerning the third running of the Whitbread Round the World Race (RTWR), which starts the end of August. The two previous races have created heroes, disasters, films and books, and a phenomenal amount of interest in what amounts to a circumnavigation of Antarctica.

The race should be re-named: the Whitbread Circum-Antarctic Race (CAR). The second and third legs are typically the most demanding, taking competitors into the fabled Southern Ocean, where wind and wave are always overwhelming, and icebergs abound. There is a (probably apocryphal) story about Peter Blake waking the next watch on *Health's Condor*, in the last race, announcing he had good news and bad. "The good news, boys, is that we've been going 28 knots. The bad news is, there are icebergs all around, and we can't see them."

This is yacht racing? Sounds more like survival training with a taste of S&M and B&D. It is axiomatic that all yacht racers are insane, just some are crazier than others. It seems the intent of the RTWR (CAR) is to send some of the incurably insane to a far-away part of the world so they won't bother the rest of us for half a year or so.

Does anyone seriously believe that circumnavigating Antarctica constitutes sailing "around the world?" In actuality, the race consists of a cruise from north to south, followed by the CAR, in two legs, and another cruise from south to north. I can think of better things to do with nine months of my life.

What would really make an interesting race for those of us not anxious to scrape ice from our beards would be a true Round the World Race. How about, say, San Francisco to Australia, thence the Red Sea, through the Suez and Mediterranean, across the Atlantic to the Caribbean, thence through the Panama Canal and back to California. The weather would be much more comfortable, there would be less of a premium on windward performance and bullet-proof boats (and crews), and a bit more of the adventures circumnavigators cherish: foreign customs officials, local revolutions, Indonesian pirates, thumb-twiddling at canal locks, cockroach races, and trade-wind sailing. The proposal surely needs refinement — I don't have all the pilot charts yet — but surely it has merit. How about it?

Fred Sampson
Soquel

□ BE ENTERPRISING

No May issue appeared in our mail that our daughter and son-in-law forward, so I'm presuming our subscription has run out. We'd like it first class this time as it takes long enough for mail to catch up with us while we are cruising.

News of the first tropical storm south of us this week made us doubly glad we decided to stay in San Diego for the summer, rather than on a hook in a hurricane hole in hot, humid Baja, California. Neither of us has been here before so we really are enjoying it.

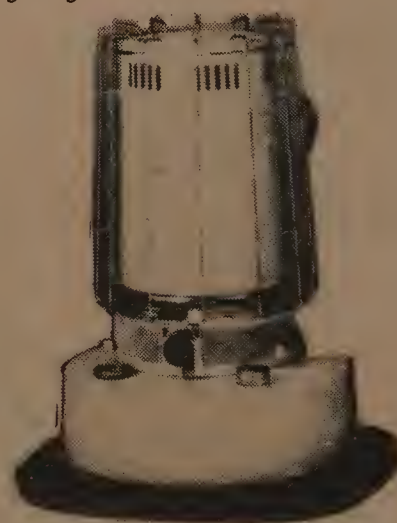
When we were leaving Santa Barbara I was standing by the gate, reading my *Latitude 38*, waiting for Carl to come back from turning



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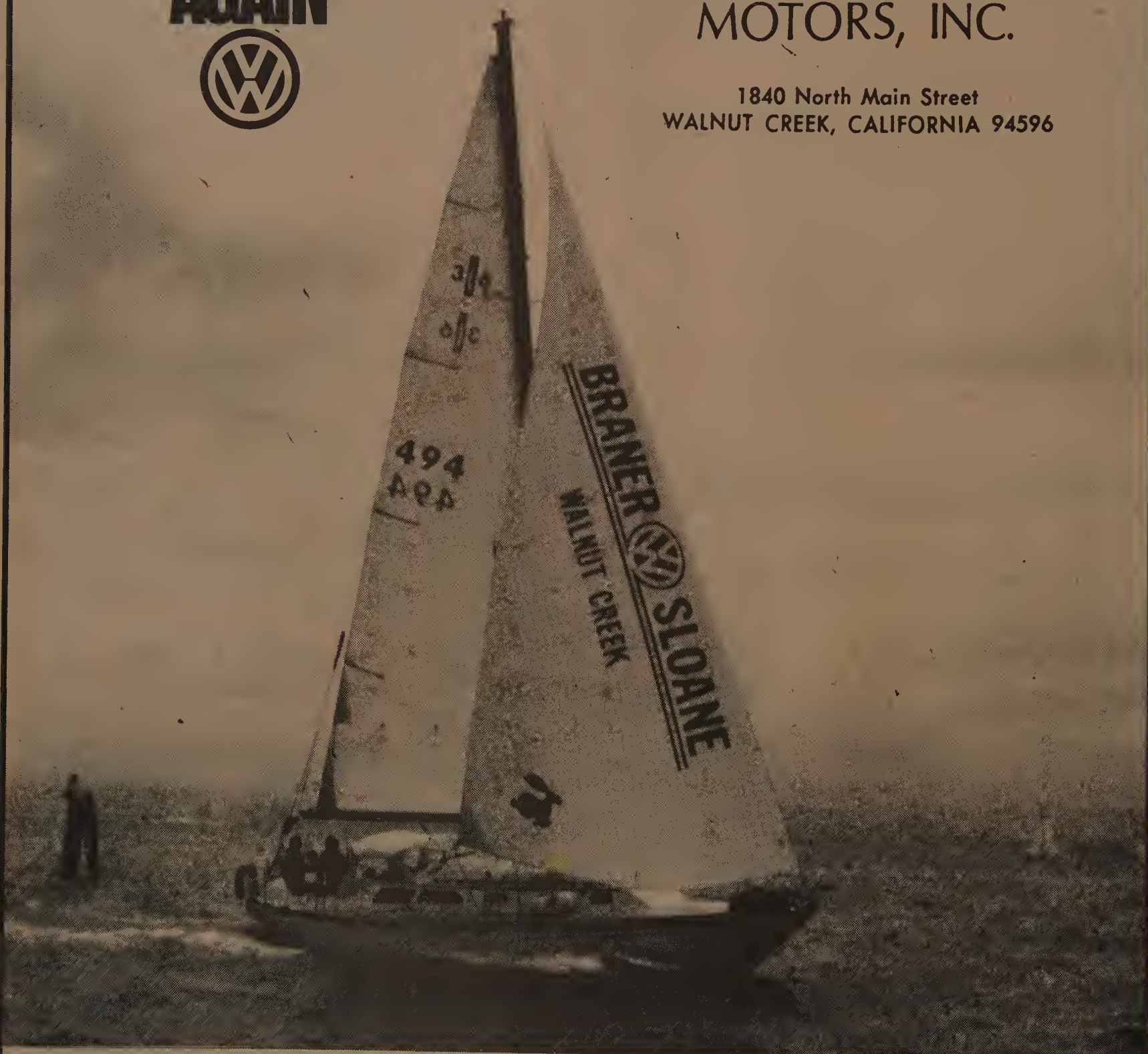


Photo and Sails by Harry Braun

Braner Sloane VW invites *Latitude 38* readers to come in and discuss fuel injection; diesel cars; front-wheel drive; this year's

S.O.R.C.; cruising the Catalina Islands, or your favorite spot in the Delta. Whether it's cars or sailing, come on in!

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LETTERS

the key in. A gal came along, circled around and finally said "That looks like a *Latitude 38*." "It is," I said. She hadn't seen one for 2 months so I gave her mine before we pulled away from the dock.

Leona and Carl Wallace
Yacht Malaga

□ DEAR MAX EBB

I still can't believe the response I've gotten from my anti-seasickness wrist bands. We must have a lot of very well-fed fish in the area. I've had inquiries from Sacramento to Sausalito and from a Santa Barbara yacht dealer to a mortician in Salinas (guaranteed smooth sailing for burials at sea?). I've also received orders from a general surgeon and from a San Jose women's clinic for their queazy moms-to-be! Looks like we've started something big. I'll keep you informed. Please accept another Classy Classified. I think there is a real need. *Latitude 38* to the rescue again!

Corrin Watts
Sunnyvale

□ TWO MORE SPOTS

The *Voyage of Aquarius* which some lady wants is available thru Book of Month (Dolphin). Also at 'Vanco Book Store' in Cupertino, California.

Edvardo Galvan
Santa Clara

□ SILENCE AT THE STARTING LINE!

Effective the date of this publication I will protest any and all violations of rule 75.2 which I witness on the race course, whether the violation is directed toward the boat I am on or toward another competitor!

The deteriorating influence of this rule on the local racing scene has been evident for some time. However, the violations are becoming too commonplace to continue to ignore.

During two recent starts (YRA/OYRA), while crewing on different boats, boats which challenged the boat I was on at the starting line resorted to ill-mannered and unsportsmanlike yelling and screaming to establish or defend their position. They were both clearly in violation of the rules, to which the decisions of protest committees and other boats attested, but that is not the point. Were the positions reversed their behavior would have been equally unacceptable.

I take umbrage with the trend in the Bay Area to allow the debasing of competitive sailing so that the inarticulate may feel at home. The patron saint of the 60's generation should not become the patron saint of Bay Area sailing by default.

Belligerent profanity and obscenity do not exonerate ignorance or establish rights. They only expose the speakers inadequate knowledge, limited vocabulary and failure to rise above an unfortunate early environment.

World class sailors or weekend luffers, who feel compelled to flail their fellow sailors with verbal flatulents demonstrating their disdain for the traditions of the sport and the sensibilities of the skippers, families and crews on competing boats, be advised — 75.2 is the price you must pay for inappropriate self expression.

I do and will protest!

John M. Comer
Larkspur

John — Fine, but who's the patron saint of the 60's?



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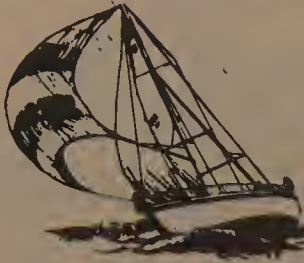
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FEATURE OF THE MONTH



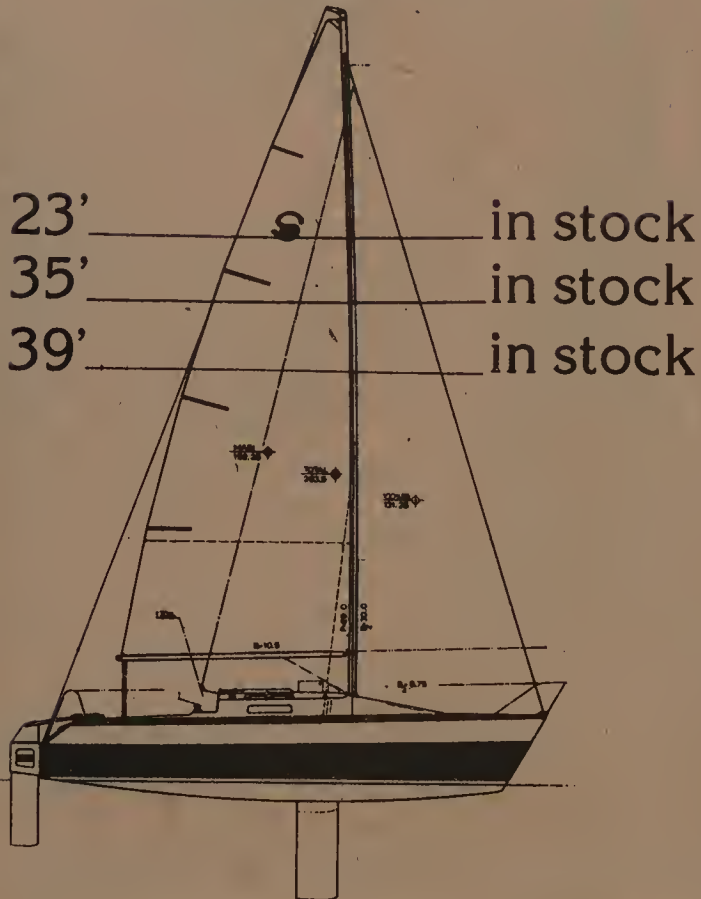
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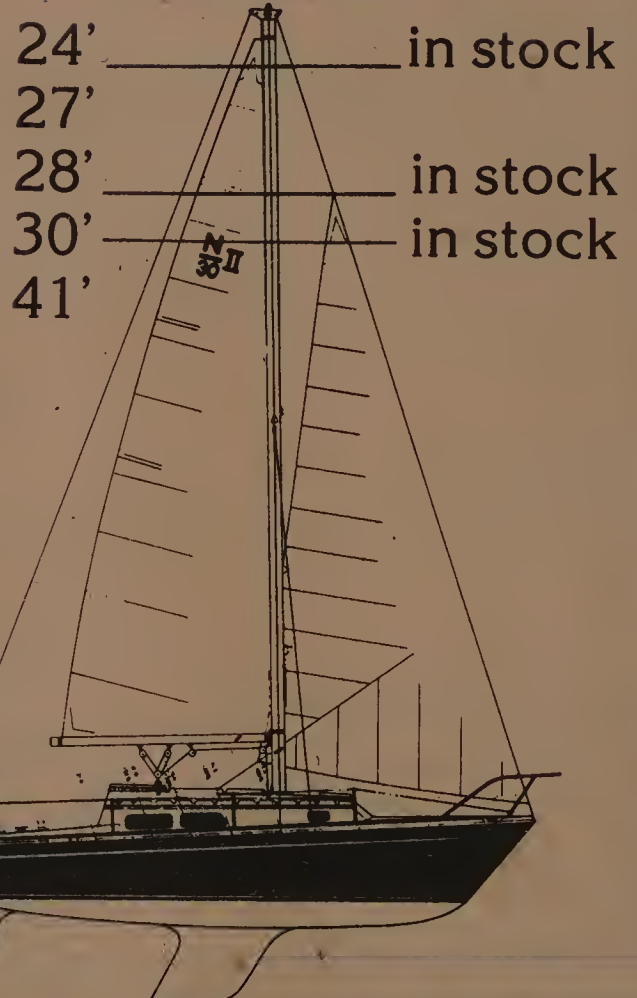


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MICHAEL SCHWEYER, LICENSED YACHT BROKER

CHANGES IN LATITUDES

On several occasions in the past we've tried to remind folks of the importance of observing local standards of behaviour while cruising, particularly in foreign countries.

As if to drive this point home, on June 22 irate Kuna Indians from Panama's San Blas Island donned warmasks and attacked an American who runs a tourist hotel on the nearby island of Villa Pider Tupo. The Indians pummeled the hotel operator and then ignited his person with a firebomb. He was hospitalized with various injuries and burns, but is expected to survive.

The reason for the attack? The Indians felt that the American was destroying their culture and disturbing areas of tranquility by allowing his guests to wander around naked and smoke pot. Now we certainly don't have anything against running around naked, nor do we oppose the occasional puff on a pipe, but this doesn't mean other folks around the world would feel the same way.

Since lots of sailors like to cruise the San Blas Islands, smoke pot, and run around naked, may we suggest that you refrain from doing the latter two at the same time you do the former — or any other area that objects to that kind of behavior. For your health's sake.

Zihuantanejo, Mexico

Growing to the Ground in Gueuro

Well, here it is a year later and I'm still drinking tea in the same boat in the same bay ripping up *Latitude 38* for another baby parrot. Another group of yachts has been and gone — some from last year but mostly new ones. Since we have become the hermits of La Ropa we didn't get to visit with many yachties and since the ameobas finally won this time I'm trying to avoid the drinking crowd. That is damn near impossible so I spend a lot of time putzing around the boat.

We've decided to become the ultimate in bums and have leased a small plot of land from a local so we can grow our own fruits and veggies. As returning boats will tell you, prices are outrageous here. Last year we paid \$60.00 pesos a chicken — now \$120-\$140! Beer \$60 now \$90, avocados \$20 now 60-70 per kilo! The killer is cantalope — \$30 a piece and its the season! These are the prices that not only the yachties pay, but the locals have to pay. Welcome to the Mexican seaside resorts. I've heard that *everything* is cheaper inland.

Some super advantages to this growing town are: an English speaking doctor, Dr. Rogelio; a pair of English-speaking dentists — Sergio Perezano & LEEANNE JACKSON; a new efficient clinic — Clinica Guadalupe (I think there is sign language); and Cantina Carmena run by a gringo Jack who still believes in good cheap beer/booze. Travelling musicians welcome.

Finally met the infamous Dr. Bernie, and swapped a few tales on the porch in town. No names cuz after a couple of impromptu parties the owner got kinda coolish. The first week he was here some poor soul washed up on the beach and everyone came running for Dr. Bernie. No such thing as a retired doctor.

Propane is available. It takes one to three days to get your tank refilled so plan ahead. Beer, ice, bottled water & soft drinks are all available on the pier every morning starting about 0800. The trucks are there to provision Las Gatas and the Island. Diesel is trucked out if you order it or jerry juggled from out of town.

This season there were nine yachts anchored in front of the hotels on La Ropa — more than the year before. A few of the crews tossed their garbage overboard forgetting that this is a bay, not the ocean. As folks paying \$150 U.S. a night don't really care to walk through orange peels, cabbage leaves, egg shells and plastic bags, they



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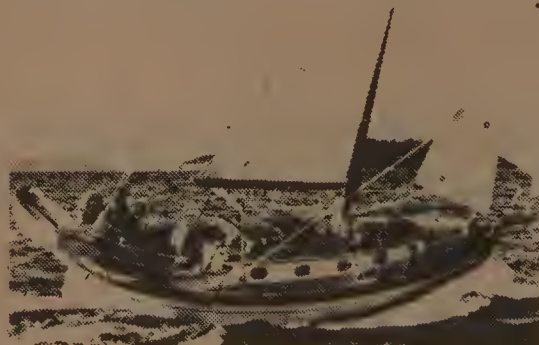
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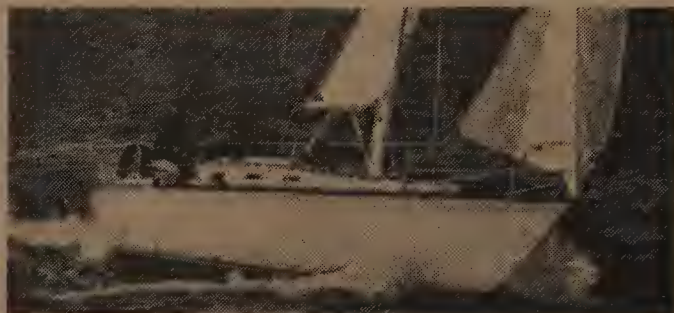
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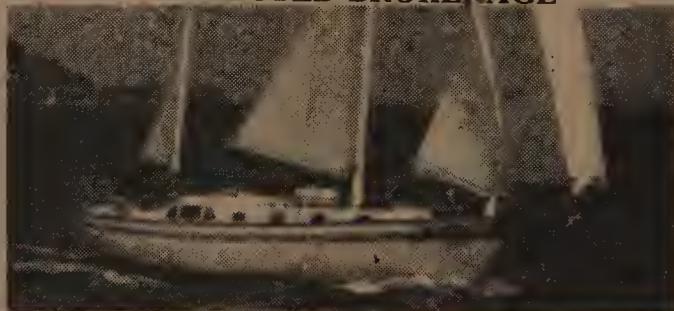


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CHANGES IN LATITUDES

naturally complained. What could have been a nasty situation — the banning of yachts from La Ropa or even the bay — was resolved by a renewed consideration by the crews. Just because Mexicans trash their own bays does not mean that we should join them.

Another thing new this year is sort of a roll call. Every morning a rep from the Port Captain runs around in a launch jotting the names of every boat. One guy also goes to the island — so much for that hide-away.

Getting back to prices — last year when we arrived — dumb tourists that we were — bought a parrot for 3000 pesos. Wow! What a deal we thought we were getting. Day before yesterday I bought another baby. 500 pesos. Jeez! Not only was that a shock but the bird lady GAVE me a smaller parrot for the hell of it! Guess that's the advantage of being seen 3 times a week in the market.

You know some days just aren't worth it. After shopping all morning I row out, dying for a glass of water. Wrong! No water (the town has been out for 2 days). Dry-mouth I stare at the cabin. Samba had discovered a roll of toilet paper can be *lots* of fun! I broke my little toe (again!) in the cockpit grating, nearly lost the pressure cooker overboard, and cut the cover for the bird cage 6 cm too short. What really galls me is that I still can't have a beer.

Cora-Lea
Zihuatanejo, Mexico

The following is an excerpt of a letter passed on to us a few months ago from Helen and Elmer Olson of Portland, Oregon. They stopped in the bay area on their way south, and wrote the following about Costa Rica, one of the more popular destinations for west coast cruisers.

Living in the tropics presents an entirely new life for us. We must be very careful of food as it spoils in hours instead of days. We have mold on everything and rust with it. We use an anti-rust spray and try to keep up. The fouling on the bottom of the boat is unbelievable. We have to go over it at least every other week. We will be careening in Panama where the tides are 20'. Hopefully new paint will help. We also have some repairs as we went onto a reef with a large swell; we were lifted off with the next, but chipped some chunks out of the keel and the rudder.

We find Costa Rica a wonderful place to cruise. The people are most warm and friendly, and it is still very sparsely populated. We are here in the rainy season so all of it is most green and beautiful. There are millions of parrots and monkeys in the trees, and coconuts, bananas, and limes are everywhere growing wild. We find the produce excellent and quite a bit cheaper than the United States. The beef is also good. A complete loin, about 5 lbs., sells for \$2.00 a lb. so we eat that when we don't catch fish.

Anything produced is very expensive so hopefully we won't need to repair anything here. A can of peaches is about \$3.00 and that is a small can. This country is simply not industrialized at all, so it is good to live on fresh things and seafood that is plentiful. Coffee is only 50¢ a lb. and sugar is 30¢ a lb. as those are the principal products here next to bananas. We do get lots of bananas and pineapple and really enjoy them.

For someone retired — a "pension" called here — it is quite easy to live on \$300.00 a month if you use the buses instead of owning a car. There are many retired Americans here as the warm climate is good for your bones! There is never any need for heat as it is 80° +



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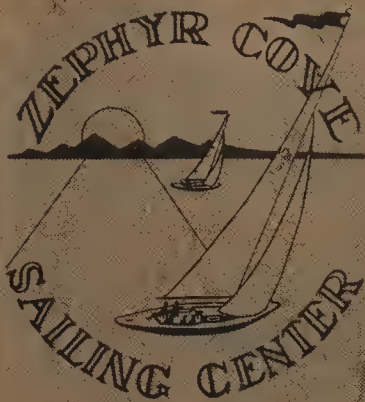
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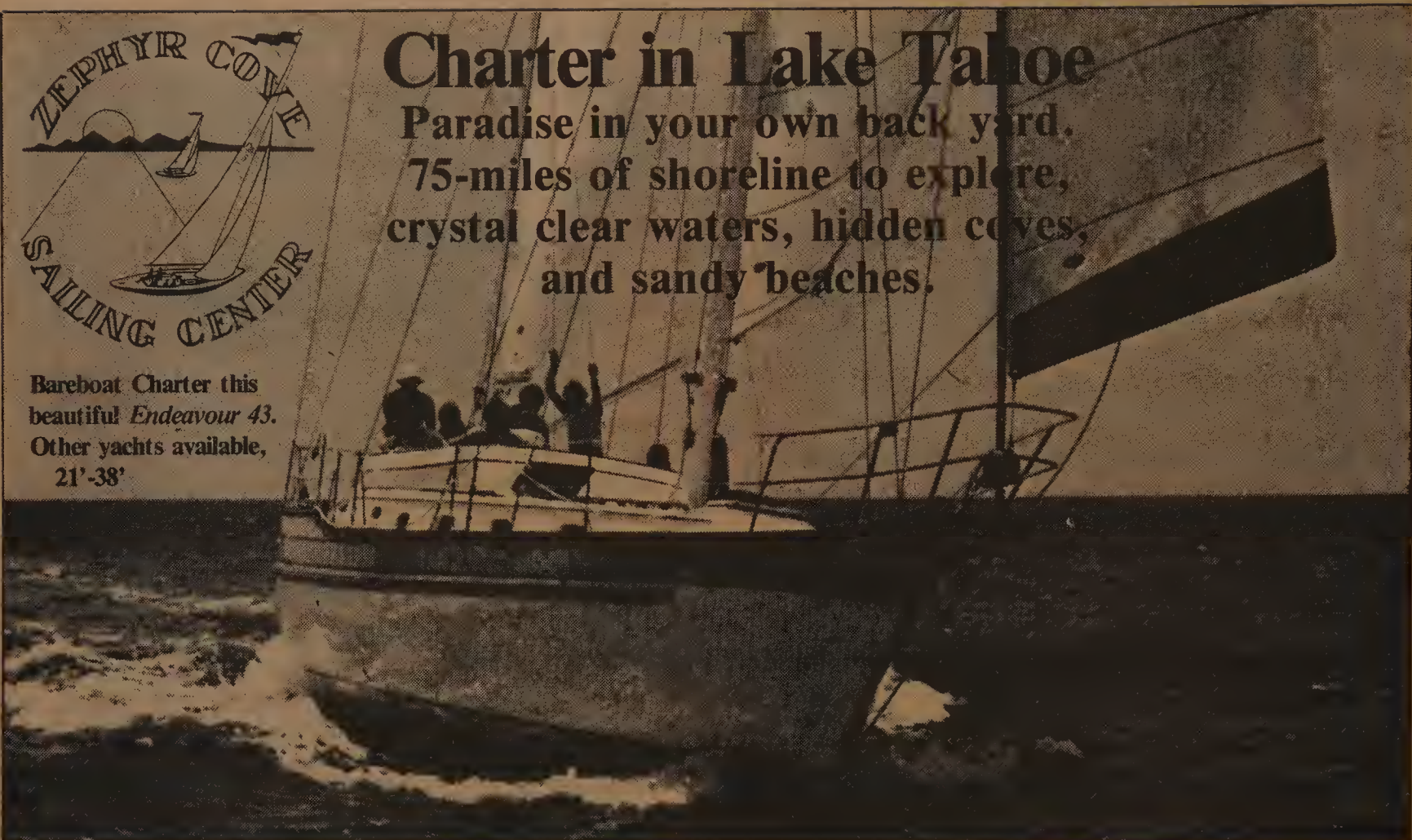
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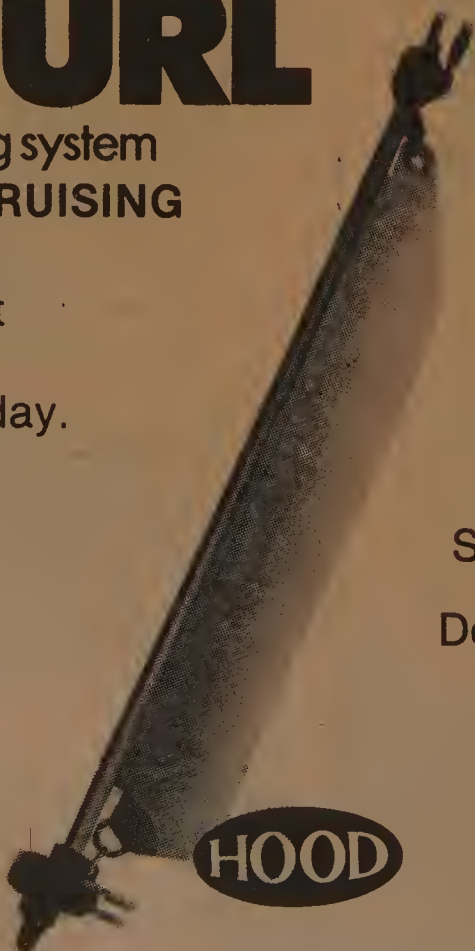
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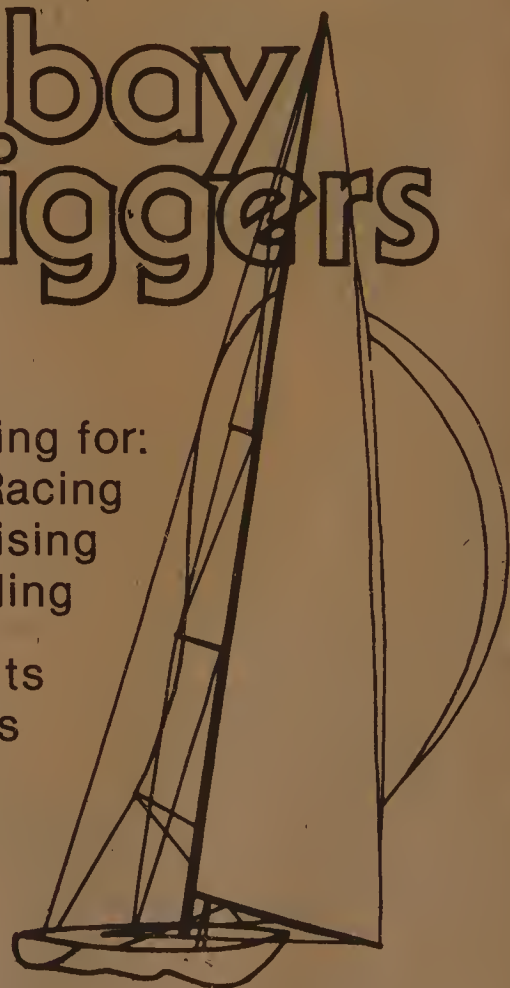
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CHANGES IN LATITUDES

all year around. We find it now about an average of 90° cooling to 80° in the evening.

Helen & Elmer Olson
on *Elysium*
formerly Portland, OR

Not so innocent anymore.

Betty Ann Moore and Larry Rodamer, who have been writing the "Innocents Aboard" articles sporadically for the last year, were our guests at lunch a few days ago and gave us the following unrelated items:

✓ When you visit the Port Captain — or any other official in Mexico — wear clean clothes and a watch. Betty Ann and Larry theorize that officials in Mexico are of a higher class than most citizens, and prefer to deal with foreigners who are their equals. Experience has shown them that clean clothes and a watch means 'Upper Crust' yachties and gets results.

✓ Bad reading. Betty Ann reported that sailing magazines other than *Latitude 38* almost ruined their trip. The sailing life they'd gleaned from other sailing magazines was one of carefree leisure. After 3 months of typical breakdowns, screwups, and normal cruising, they were about to give up, fearing God had singled them out for punishment because they'd left their jobs.

It turned out their luck had been normal, no worse than anyone elses. That sailing magazines paint a distorted picture was confirmed when they queried the publications with article ideas and were told that only positive and upbeat stories would be accepted. No tales of problems, grief or hardship need apply. Such bullshit, eh?

✓ Nobody's refrigerator worked in Mexico.

✓ The first year of cruising cost \$14,000. Big expenses included purchasing a dinghy and an outboard motor. Another \$600-\$900 went for repairs. Betty Ann and Larry originally considered this trip to be a one year vacation and consequently consumed many meals and drinks in restaurants — a very expensive habit.

As they head for the Marquesas they plan to spend some \$5,000 a year, in the belief that \$400 a month will allow them to live "pretty well". They met one couple on a trimaran who lived on \$200 a month. Their secret: religiously avoiding taxis and restaurants.

✓ Biggest surprise to friends back home? "We can't believe you're still together!" Larry and Betty Ann report that relations either fail within the first 3 months or become better than ever.

✓ Back on the subject of money. The cruisers value standard is simple; every item is viewed in terms of how long they could cruise with the money needed to purchase it. For example, a dinghy doesn't mean \$900; it means 2½ months of cruising without work. A 25 dollar dinner means several days of cruising without work, and so on.

✓ Worst weather encountered to date? Off Monterey during first few days of trip, when it blew 35 to 40 knots with big seas. The 33-ft. *Dove* was fully loaded but still surfed at 10 knots under 3 reefs. They hit stronger winds, but not worse weather.

Quote: "The anticipation of a storm has always been worse than the storm — you can handle what you have to handle. As soon as the storms are over you forget they ever happened or how awful it was." Betty Ann Moore.

Speaking of Monterey, Larry helped Australia's globe girdling grandmother, Ann Gash, (see *Latitude 38*, No. 48) sail her *Debutante* from Monterey to Morro Bay. That, according to Larry, is

CHANGES IN LATITUDES

the last sailing he wants to do in these latitudes. It was too cold, too rough, and he got seasick for the first time in the 25-ft. boat.

Ann, he reported, was something else. She ran around the cold, wet boat in barefeet, and never allowed Larry to work the foredeck. She even made a hot water bottle for him to tuck inside his foulies when he went on watch.

✓ Some items Betty Ann and Larry think they'd like to have aboard they didn't have last year:

1. A TillerMaster autopilot to steer the boat while under power.

2. A Zenith TransOceanic radio for entertainment. In Mexico they met an Australian who used to listen to Australian football broadcasts everynight.

3. A sewing machine to mend sails, sew up torn cloths, and make various things for the boat.

There are numerous other items, but since neither one could recall what they were, they couldn't have been too important now, could they?

✓ Passing time. One of their favorite games was making up fantasy stories using composite characters of people they met cruising. Just a few members of the Mexican cast include:

1. Convent graduate turned Movie Star, *Carne Asada*.

2. *Madre de Dios*, head of convent and friend of *Carne*.

3. *Luz Morales*, prostitute, but also good friend of *Carne's*.

4. *Hoy Camerones*, a fisherman.

5. *Bueno Bueno*, a mechanic who claims everything will be alright; probably a relative of *Senor No Problemo*.

6. *Roca Piedra*, a Clint Eastwood/Burt Lancaster-type.

7. *Mucho Dinero*, a wealthy producer.

8. *Muy Richo*, a rich uncle of *Carne*.

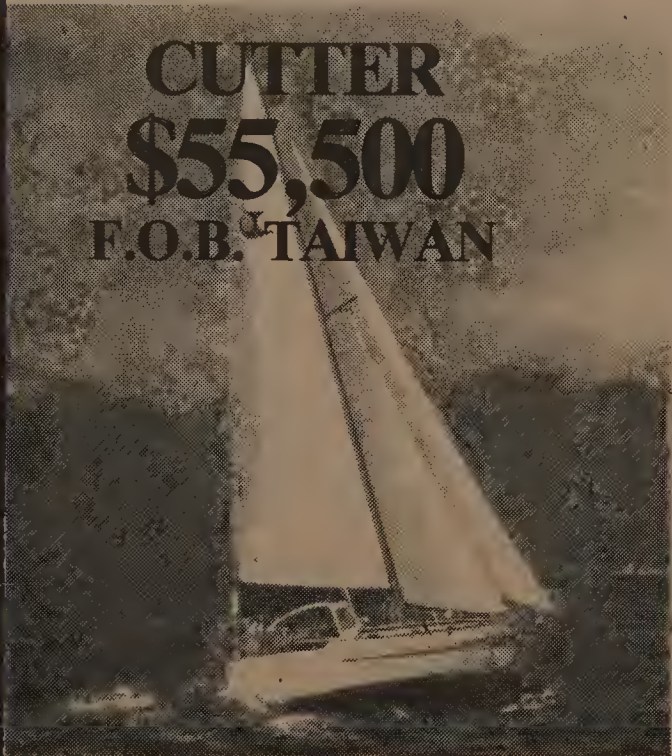
There are more, but there's no more space except for this last thought of Betty Ann's:

Go cruising now, don't save up for it. If you only have a little money, buy something like a Folkboat and just go, you can live on almost nothing. If you've got a moderate amount of money, buy a moderate boat and amount of gear — and go. If you're loaded buy a great big boat full of all kinds of crap — one Westsail 43 they met had everything including a Beta TV with tapes of all the kids favorite TV shows — and just go.

As for Betty and Larry, they are heading out for the "foreseeable future" and ceasing to think about things like careers, health insurance, automobiles, and all the things much of the world doesn't have or seem to need.

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When the going gets tough

Harry and Fiona Rhodes, who left Berkeley in 1968 for a life at sea, had never experienced such a bad storm. Delivering the 48-ft. ketch *Callipygian* from the Virgin Islands to Connecticut, they ran into Force 10 winds and 20-ft. seas. Three 360's and some serious injuries later, they were rescued 245-miles southeast of Nantucket Island. The Rhodes' and their two crewmembers survived, but the *Callipygian* met a watery end. We got the account of the story from Robert Bundy, an architect down in L.A., who says "I keep congratulating myself that it is others whose misfortunes I read about, and not mine."

Callipygian left St. Thomas on May 8th with a stopover in Bermuda. They had a broken transmission from before the trip, so the crew had to rely on sails alone. Two days out of Bermuda the steering cable parted, forcing them to use the awkward emergency tiller. Then the staysail rigging collapsed. Things went from bad to worse when they ran smack into the storm.

The first 360 just shook them up. The cabin was a mess and they took on some water, but they figured the roll was a freak. Seven hours later they flipped again. One of the crewmembers, Cindy Harhen of Andover, Massachusetts, bashed her head, suffering whiplash and a mild concussion. She had to lay down in the aft cabin until help arrived.

Harry Rhodes realized they were in deep trouble, so he turned on the emergency transmitter. Eight hours and another 360 later, the Coast Guard responded. By then dark was falling and the CG told them to turn off their radio and wait for dawn. With the other two crewmembers in shock, Harry and Fiona bailed through the night.

Finally a tanker showed up and pulled the four to safety. Tied to the side of the steel ship, *Callipygian* started to break up, and was cut loose. Rhodes watched her roll wildly in the still heavy seas and felt terror at the realization that he and the others had just been aboard.

The former Berkeley residents salvaged little of their belongings, but did have a motor home parked in a garage in New York. They've decided to travel overland to Colorado this summer and get a little high altitude. They could probably use it.

Something absolutely incredible! In the July 1981 issue of *Sail* magazine we read a report that berth rates at the City of Miami's Dinner Key Marine in Coconut Grove, Florida "rose April one from 10¢ per foot of dock space per day to 16¢ per foot per day." In October they will go up to 21¢ per foot per day. That means they were only paying \$120 a month for a 40-foot boat. If you think that's the 'incredible' part of this story, you're wrong.

We'll zip you from Miami to downtown Sausalito for the real astonisher. Because it's in Sausalito where some of the berths in the main harbor are going for \$10 per foot. That's right, a 55-ft. berth will set you back \$550 a month just to keep it in the water. Incredible-wise, Miami just can't touch Sausalito.

Bernard Moistessier, famed singlehander, dropped us a note along with a *Classy Classified* the other day. He says that the city life is definitely not good for his family, and that they "really need to live in the country side and give some sweat to the land." Therefore he's looking for a situation where he, his wife, and nine-year old son could exchange country living accommodations for ground maintenance and vegetable gardening.

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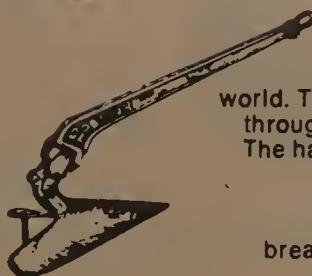


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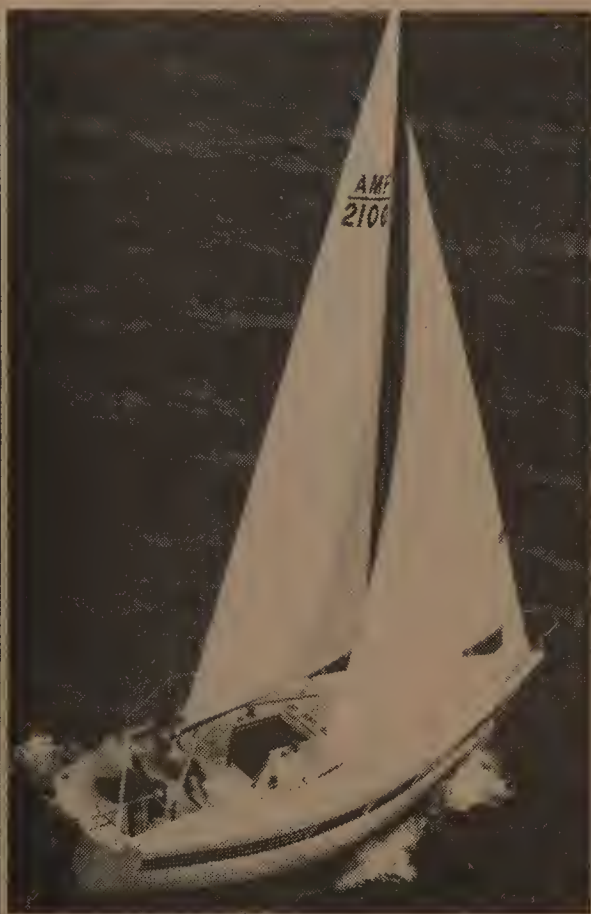
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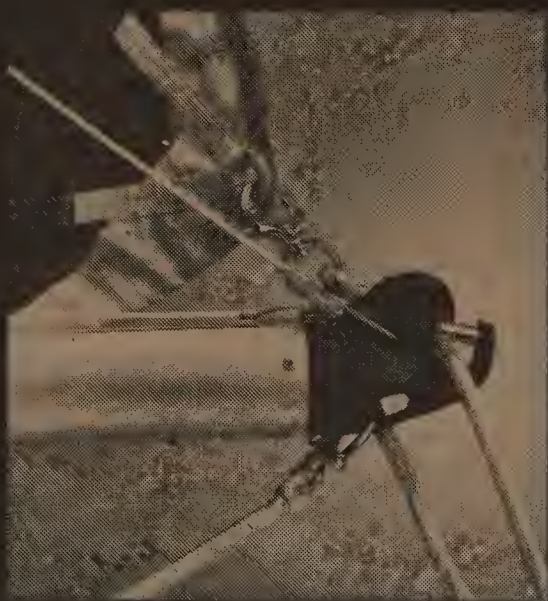
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Is fame fleeting?

It certainly is, and we can prove it. Do you remember who Gerry Spiess is? No, you don't, and you would have if fame was lasting, because it was only back in 1979 that he sailed his 10-ft. sailboat, *Yankee Girl*, across the Atlantic. It was the smallest sailboat to ever make the crossing and it took 54-days.

For all we know the 41-year old Minnesota schoolteacher couldn't stand to be unknown again, because he and *Yankee Girl* have taken off to cross another ocean. This time it's the Pacific, from Long Beach to Australia, about double the 3,800-mile TransAtlantic distance.

Spiess left in mid-June and plans to arrive in Sydney after stops in Honolulu, Samoa, and Tonga. Just prior to leaving he reported that his boat was ready for the trip but that he wasn't. Consequently he planned to spend a couple of days "by himself" on Catalina.

Poor guy is in for a big surprise if he thinks he can be alone at Catalina in June.

The Redwood City Sailing Center will receive a \$100,000 loan for the California Boating and Waterways Commission to build 34 boat berths, transient docks and other facilities at the Redwood City Municipal Marina.

Such a loan is part of the state's 1.05 million dollar private loan program which allows the state to loan money to private operators in connection with federally granted loans made by traditional lending institutions. Where do the funds come from? The gas taxes paid by boaters.

And while we're on the general subject of taxes and fees for boaters, we've had no luck in discovering the current status of the President's plan to have yachtsmen and commercial vessel operators pay for half of the Coast Guard's annual budget. Last word was that no Congressman was willing to introduce it into legislation.

The big stickler, apparently, has been that such fees collected would not specifically be earmarked for the Coast Guard, but would be given to the Treasury as miscellaneous receipts. This latter provision is news to us. Previously we'd been half-heartedly willing to go along with the plan, but there's no way under those circumstances: Yachtsmen have paid too many boating taxes only to have gotten nothing in return. We'll try and keep you posted.

After a year and a half of haggling back and forth, the USYRU "finally" came up with a resolution on determining amateur status in sailboat racing. The initial impetus that got everyone up in arms about the issue — remember the Professional Yacht Racing Association? — has faded away, but the bloodletting involved in trying to figure out who's a pro and who isn't has had a cathartic effect.

Unfortunately the resolution doesn't have much teeth, stating you lose your amateur ranking if you compete in a race in which a monetary prize is offered. They specifically changed the wording from "cash" prize to "monetary" but failed to define what such a prize would be. Olympic sailors in the Finn class race every year for a real

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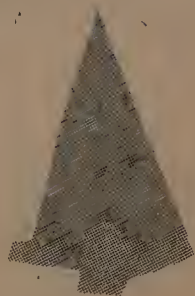
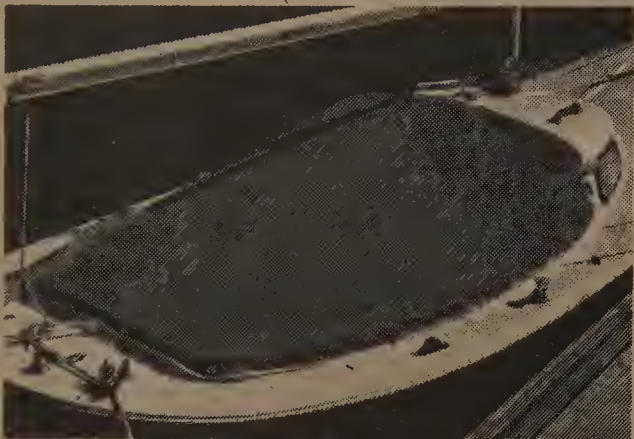


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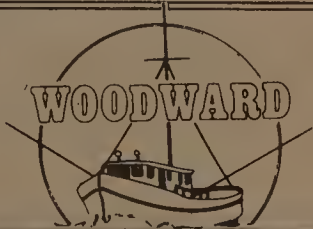
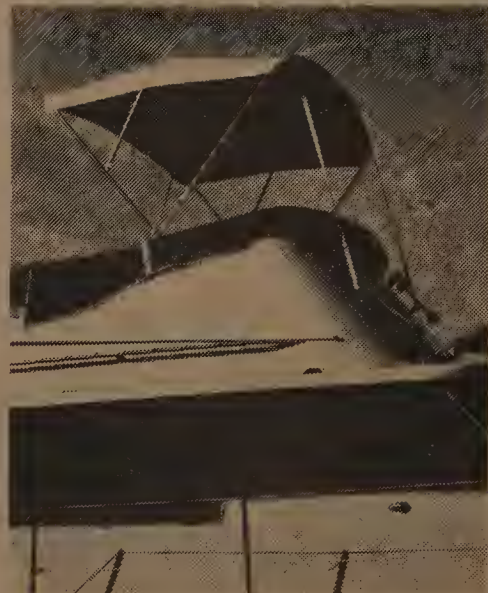
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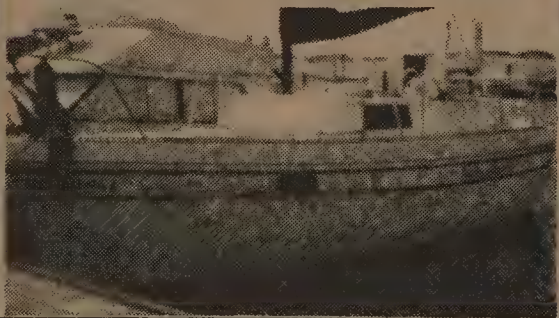
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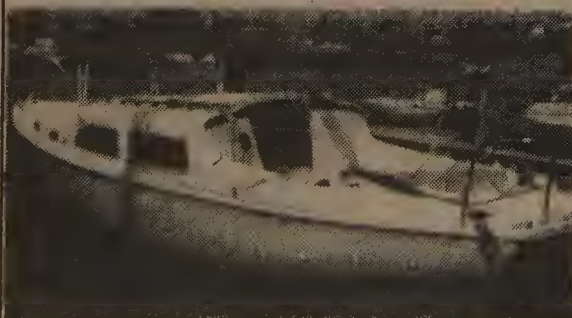
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LOOSE LIPS

gold cup, the value of which is considerable. The winner doesn't get to keep the cup, but by the wording of the resolution their participation in such an event could jeopardize their status.

The resolution also neatly sidestepped the issue of "factory teams". Sailmakers, riggers and others whose livelihood ties directly to their success on the race course (journalists, too, perhaps?) aren't sailing for monetary prizes. Their payoff comes after the race in terms of orders, jobs and other financial benefits. For these sailors the USYRU resolution means little.

The true amateur, the person who competes for the love of the sport, is right back where he began. He and she will continue to mount campaign funds out of their unrelated jobs and professions. In rare cases will that effort be enough to overcome the resources of the 'professionals'. They will continue to get hammered out on the course and try valiantly to hold their heads high when it comes to trophy time and they walk away empty handed. The only solace they can take is from the attitude expressed by Walt Stack, San Francisco's famous — and slow — long distance runner. 'Without me behind you,' he tells the hot shots, 'you guys wouldn't look so good.' Right on, Walt.

Sickness and health. Do you feel wired? Does your stomach twist and shout when scanning the newspaper at lunch? Does traffic on the bridge make you want to jump off? Do you snarl at your spouse? Does the thought of work make you puke? Is your sex life shot?

Friends, if you've got any or all of these symptoms you're suffering from 'modern times syndrome', and are all screwed up. If you don't take corrective action, you'll be dead in a week. What you *don't* want to reach for is aspirin, whiskey, valium, PCP, cough drops, or cocaine, because those won't solve your problems.

No, what you want to do is exactly what we did a few weeks ago. We hopped in the little boat, and spent the day lazily sailing toasty San Pablo Bay, and the night sleeping beneath the China Camp stars.

The next day we did the same damn thing, sailing around starkers and thinking about nothing more serious than the blue of the bay, and the warmth of the sun. After another starry night at China Camp, we were laid back, mellow and moving oh-so-slow. Believe us, folks, this natural sailing cure is so much better than either drugs or booze.

We know some of you will argue that the mellowness will disappear after just another rotten day or two back in the hustle and bustle of the modern world. That's o.k., because if symptoms return, you simply have to increase the dosage. And friends, when it reaches the point when you have to go sailing 4, 5, or maybe even 6 times a week, we can guarantee you that you'll have 'modern time syndrome' — and modern times licked!

May the sun shine brightly on your body, the salt spray cool your brow, and the wind be on your back.

The Coast Guard wants you to know that just like drinking and driving don't mix, neither do drinking and boating. It seems there are a number of "stressors" that slow your reaction time when you're out on the water: things like sunlight, the movement of the boat, and heat. It takes the average person twice as long to react after being out on the water for three hours. Combine that with booze and you've got the potential for all kinds of mayhem — falling overboard, capsizing, grounding, etc. Of course, the CG doesn't say you can't drink,

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LOOSE LIPS

but you should use common sense and moderation when you travel on the water.

Last month we reported that a little gray duck told us the Northern California Marine Association (NCMA) was about to sign a contract with the soon-to-be-completed Moscone Convention Center in San Francisco for a boat show in January of 1982. At the time Dick Jenkins, President of NCMA, refused to confirm the duck's report, but on June 5th finally broke down and admitted it.

The Boat Show — and this is a brand new one — will presumably go head-to-head with the old Sports and Boat Show at the Cow Palace. It's called the International Boat Show and will be "the first public event scheduled for the Moscone Center". The dates are January 2-10.

This will be an "all-marine" show, and consequently will not be encumbered by the disgusting trappings that have become the mainstay of the Sports and Boat Show. The show will be sponsored by the Northern California Marine Association, a 250-member trade group comprised of manufacturers, retailers, and distributors of marine products and services.

We don't see any reason this show can't be equal to the much-acclaimed Long Beach Boat Show, and believe it's the show exhibitors and customers won't want to miss this winter. We'll be there and hope all of you will be there, too!

Sailing folklore has it that a powerboat's I.Q. never exceeds the waterline of his boat, and we suppose this photograph is just more evidence to support that belief. Here's a hot Scarab, a snorting roarer that's supposed to do about 7,000 knots, and what are the owners doing? Fishing. Never mind that they could do the same thing in a \$55 aluminum rowboat from Wards. Of course rowboats at Wards



SUE ROWLEY

don't have the same kind of paint jobs, and when you want to call your fish scow *Smokin' Gold*, we imagine a rowboat just won't do.

With the TransPac this month, it's a timely opportunity to remind you folks never to say die. You see, back in 1951 — July 11th to be exact — the 73-ft. cutter, *L'Apache* was making ten knots towards Honolulu when her preventer broke. Crewman Ted Sierks went forward to help repair it. A lifeline broke as he leaned against it, and he went overboard.

A lifering was thrown to him, but by the time *L'Apache* got back to the area they could not find him. Four yachts and a fleet of Navy Destroyer Escorts joined in on the search, but after 24 hours found nothing.

Four hours later the commander of the Destroyer Escorts ordered

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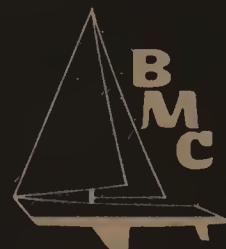
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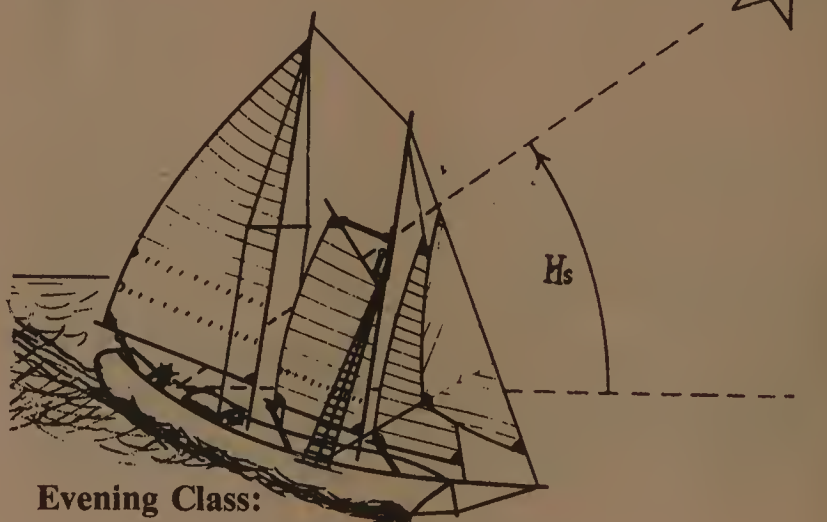


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LOOSE LIPS

one last sweep before giving up the search. It was then that Ted was spotted by two off-duty crewmen. He was rescued a few minutes later.

TransPac trivia: This will be Grandmother Betty Browner's first TransPac, which puts her in the same category as a lot of other sailors including — would you believe, Lowell North? It's true.

Last month we published the winners of all the Spring ocean racing classes with the exception of MORA. MORA was left out because they still had one more race to sail before their series was concluded. From start to finish, however, it was David Hodges sailing Rolf Soltaus' Santa Cruz 27, 86'd winning five straight first places in class. That left him with a comfortable margin over second place, *Saint Anne*, an Olson 30 sailed by Bruce and Mark Heckman, and third place *Roscinante*, Alex Malaccorto's Yankee 30.

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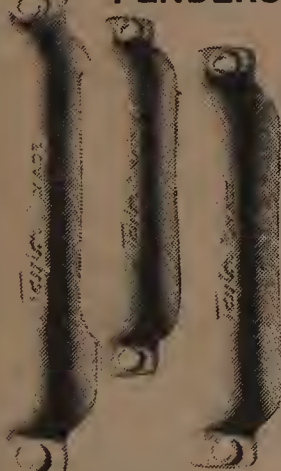
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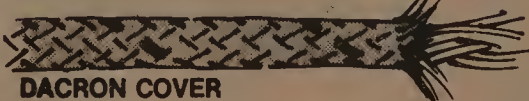


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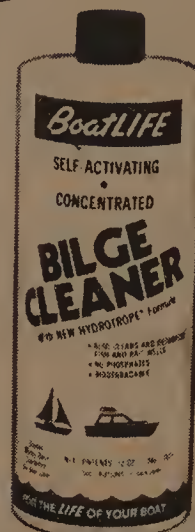
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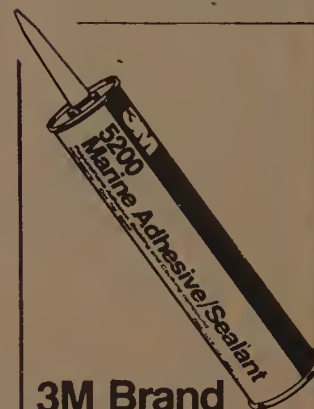
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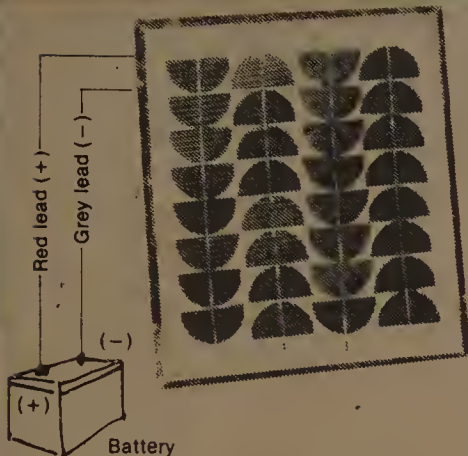


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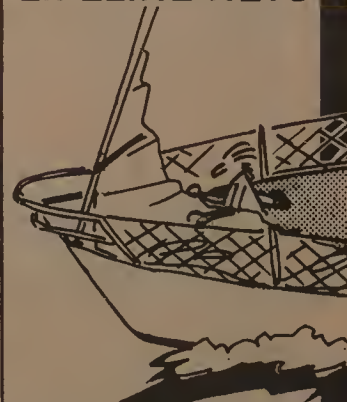
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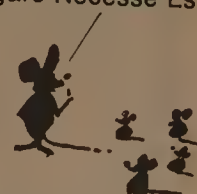
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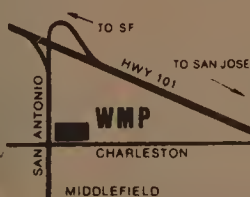
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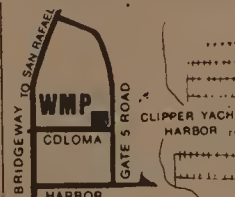
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SIGHTINGS

would you believe ...

The Isle of St. Brendan Yacht Club — "Obnoxious in victory, bitter in defeat" — has announced their second annual Fourth of July "Any-Way-Around-Angel-Island-Regatta".

After the race there will be the traditional tasteless display of culinary



mediocrity and almost cold beer on the boardwalk in Sausalito's Pelican Harbor, an affair that's just recently been priced up from \$4 to \$5. If any of you have children you allow to eat, there will be a special Child's Plate for \$60.00. No, that's not a typo.

Apparently in response to the non-compliance with the race rules at the S.O.R.C., the St. Brendan YC has specified the following rules:

1. The Nicaraguan offshore rules will be in effect.
2. All craft must start at 1:30 p.m. and finish before the race committee gets bored and leaves.
3. No engines are to be used within sight of other racers.
4. Port tack has the right of way only in the presence of proof of total ignorance in the basic rules of the road.
5. Handicapping is to be determined following the last boat to finish and according to considerations made payable to "I.S.B.Y.C. Race Committee".

If there are protests, they will be decided at dawn on the peak of Mount Tam.

If you'd like to enter, fill out the following and mail to Pelican Harbour, Box 1528, Sausalito, CA 94966, and do it by the 3rd of July. (Lots of luck!)
Number of people expected at dinner: _____

Will your boat be racing: _____ Name of Boat: _____

Have you ever heard of ISBYC? _____ Where have you been? _____

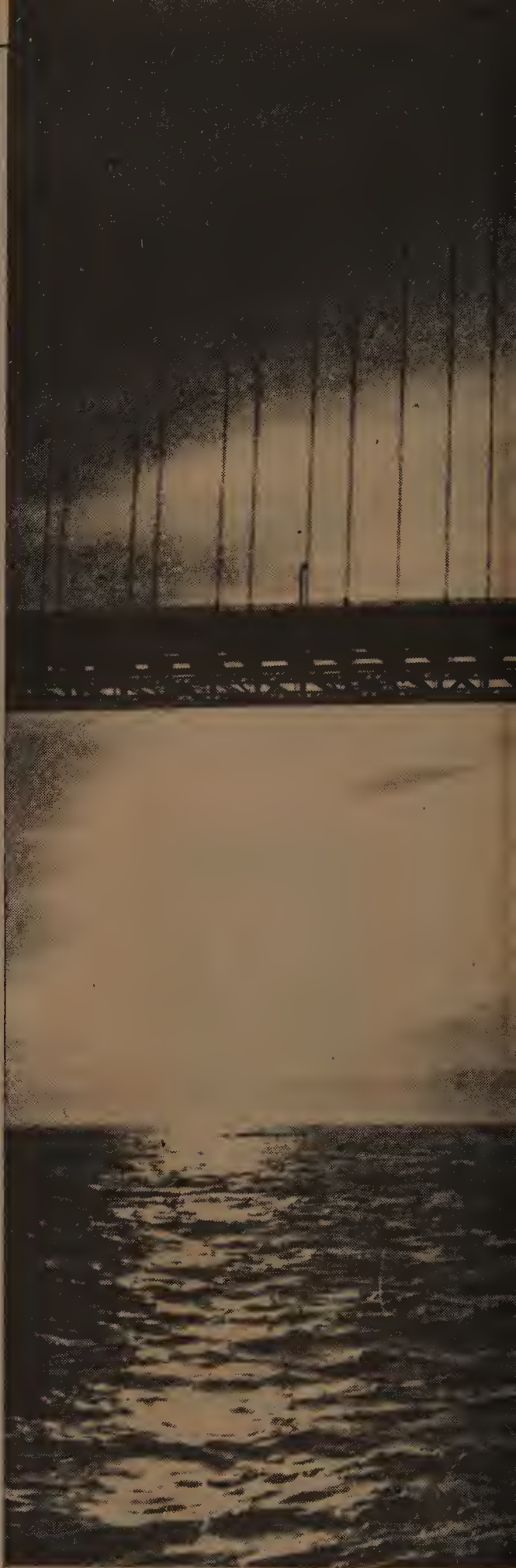
How are you today? _____

love on the rocks

Sixty-year old Bruce Merritt isn't the kind of guy who's going to spend his golden years watching gold balls roll to a stop at Rossmoor. And that's why the former harbormaster at Glen Cove labored four years in Alameda completing a 46-ft. ferro cement cutter to a Sampson-design. He set sail May 15th with expectations of fine cruising in Puget Sound and Alaska. The boat never made it.

As dusk was falling on May 17th, Merritt was making the approach to the entrance of Noyo River, some 12 hours out of Bodega Bay. Merritt had spent time as a fisherman, and had experience entering the harbor. He knew it could be tricky, even in broad daylight. The channel is only 70-ft. wide and is lined on both sides with rock jetties. Realizing the risk of entering at dusk, he figured he'd go on in anyway.

con't. on next sightings page



two to

Amidst the June 17th pre-dawn traffic of tankers and tugs, the first of two boats entered in the Sausalito Cruising Club's first annual Sausalito to Ketchikan, Alaska race, left the City Front. The 1,600-mile race

rocks — con't.

Lady Luck, unfortunately, wasn't aboard, and things went from bad to worse. First a rain squall cut visibility, and then Merritt's glasses began to fog up. Finally someone in the parking lot behind the north jetty turned on their headlights, even further interfering with his vision.

"I was about 10-ft. too close," he said. "I was going about 4 knots through the water and hit the granite rocks hard. I scrambled off onto the jetty and the



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Noyo Entrance.

boat went down fast — maybe 10 minutes. I lost everything, even my wallet."

Merritt sold the boat for salvage and took the bus home to the bay area. Last he heard, the boat he spent four years building was still sitting on the edge of the channel, making it narrower than ever. The Coast Guard and some of the local fisherman aren't too thrilled about that, but Merritt isn't worrying about it. He chalks the whole thing up to experience and now plans to vacation in Nevada.

legend of the deck ape

It was a dark and stormy night. It was blowing like stink. Our Swan 65 had been pounding to the windward mark for a seeming eternity as the sea writhed around us. We climbed white capped peaks and thundered into the black valleys beyond; the skipper was at the wheel defying the storm like a madman. We were chilled and our faces stung from salt spray.

We longed for, yet dreaded the sighting of the mark. We yearned to turn

con't. on next sightings page

ketchikan

LATITUDE 38/WRISLEY

was started in an attempt to introduce Bay Area sailors to the natural cruising grounds of the Alaska coast — one of the biggest north of Chile. Cruising Club member Don

con't. center of next sightings page

SIGHTINGS

ape origin — con't.

downwind, to run with the sea and leave the roller-pitching behind. But we knew, too, that the madman at the helm, allowing victory as the only acceptable conclusion to the race, would order us to rig the chute. We kept reassuring ourselves that even HE would not dare fly a kite in that wind. Yet, we knew better. He envisioned only his yacht club gloating during the victory celebration.

And then we were upon it. The mark had been sighted and the feared command was bellowed, "Rig the chute!" We stared in disbelief; no one moved. No sane man — or woman — would have ventured onto the boiling green foredeck. When suddenly we heard, "Slack the afterguy." Looking around, we saw we were all in the cockpit. But glancing forward, as the lightning flashed, we saw the outline of a dark hulk stooping before the mast, gripping the spinnaker pole with a single massive paw.

He was cool.

We were speechless.

With the next flash of light we saw one mighty limb seat the spinnaker pole on the mast while the other snapped the foreguy into the jaws of the outboard end. The deep voice rumbled from the bow pulpit once again, "Chute beer!"



We sent the rookie aboard crawling slowly forward with our smallest storm chute and a can of beer. The chute was quickly snatched, along with the beer, by an immense appendage snaking out of the dark. The spinnaker was just as quickly catapulted skyward.

"Don't give me no chicken chute!" the unidentified voice boomed, drowning the thunderous din of the storm. A crushed beer can startled us as it crashed to the cockpit sole. ". . . and not any of THAT light beer!"

Terrified, we looked to the skipper. He was cowering behind the wheel, whining senselessly. The mate took over the helm.

"Six pack . . . big chute," we heard from the foredeck. No one moved.

"Get 'im what he wants!" the mate yelled.

con't. on next sightings page

ketchikan

Goring spent many hours traveling around the bay to different yacht clubs trying to sell this upwind race. Regardless of what tack he took, Goring ran into the same response, "Not on your life."

The first boat to leave, a Cascade 36 ketch, *Kay Dee*, is owned by the Henry Petersons of Gilroy. Comprising the rest of the crazy crew on this beat to Alaska are: David Jennings, Phil Shipley and Emery Zajej, all of whom had the long distance pre-race jitters in the brisk early morning breeze.

government and

Here's a couple of unrelated items, both of which involve the government and your money.

About 7 years ago the Department of Labor ruled the pleasure boat industry had to abide by the same workman's compensation policies applied to dockworkers. The Longshoremen's and Harbor Workers Compensation Act of 1927 has become one of the plushiest labor arrangements ever: Workers injured on the job get two-thirds of their gross wages (which are twice the national average); they get to choose their own doctors for medical coverage; and even if a worker dies in a job unrelated accident, their surviving spouse collects benefits until age 70 or remarriage.

At first the Department of Labor ruling applied to all phases of the pleasure boating industry — even a bait shop 2 miles from the water had to pay anywhere from \$40 on up for every \$100 of wages for insurance. No need to explain how that effects your bills from the boatyard when you get hauled for a paint job.

Groups like the Northern California Marine Association (NCMA) and private yards such as Richmond Boat Works, Beery's, Easom's and Sailnetics have been fighting the Department of Labor on the issue for several years now. Even the longshoremen agree the pleasure boat workers shouldn't be part of the program, but the Department of Labor, in all its bureaucratic glory, refuses to budge. In June the U.S. Senate started hearings on a bill that would cut the coverage. The result so far has been a walk-out in southern California

- con't.

The second boat, *Git*, a Buchan 37-ft. sloop skippered by Karl Brosing and his wife Margarite of Redwood City left eight hours later at 2 p.m. Accompanying Brosing are his son and one other crewmember.

The boats are scheduled to arrive in Ketchikan on or before the July 4th weekend — one of the biggest celebrations of the year for this Alaskan town. All of this year's entrants, if they finish, will receive a trophy and a dinner honoring them at the Ketchikan Yacht Club.

your money

by longshoremen and shipyard workers.

The NCMA is, of course, keeping their eye on the developments. Their desire is not to see the longshoremen take it in the shorts (if that's even possible), but only to untangle the pleasure boat industry from those exorbitant rates. Insurance companies are tending to ignore the Department of Labor ruling, but they're still charging from \$15 to \$20 per \$100 of wages, about twice what it should be.

In May's Sightings we told you about a bill in the state legislature which would refund some money from your taxes paid in 1978. Trying to figure out what's going on in Sacramento is tough, but there is some good news. More than 5,000 boatowners in Marin who paid their unsecured tax bills in 1978 will be eligible for a partial refund on their next state tax return. They'll get a rebate of up to 60% of what they paid.

All this activity centers around the passage of Proposition 13 three years ago. Marin, S.F., Alameda and 21 other counties used the pre-Prop. 13 rates to assess unsecured taxes, somewhere in the \$8 to \$9 per \$100 of value range. Santa Clara, San Mateo and the rest of the state used the new one percent (about \$4 per \$100) rate. Evidently, the counties using the old rate were "correct", but those who paid the extra amount are going to get some of it back. Those who paid at the lower rate may be billed for back taxes, but who knows, they may be getting some of it back, too. If anyone knows what's really going on, how about dropping us a line?

ape origin - con't.

Hastily the beer and our largest spinnaker were offered forward. They disappeared immediately into the darkness.

We sensed, rather than heard, our mysterious crewman's next commands. Without thinking, the pole was up, the sheets were eased, the topping lift snugged. Before we realized what we had done, the chute was up and drawing, and we mindlessly fought to keep her under control as we heard the joyous cry reverberating through the over-taxed rigging, "Sle-e-ei-i-gh ri-i-ide!!!!!"

After what seemed to be hours of surfing in this new dimension, the storm abated and our thoughts were once more drawn to our mysterious mentor on the foredeck. The spreader lights were snapped on. But all that we found were a litter of empty beer cans. And only our skipper, still cowering and muttering rabidly, was able to congeal our thoughts with, "wh . . . who . . . who was that foredeck ape?"

But none of us dared breath a word. Of course, we had all heard the stories, told only in the late hours after an innumerable rounds of hot buttered rums, though none had believed them, or admitted to, at any rate. Only Old Cabe, chuckling over his long cold pipe, dared phrase an answer aloud.

"That, me lads, was the legendary Apeus Foredekus."

— rich & marilyn hazelton/larry edwards

what's your definition?

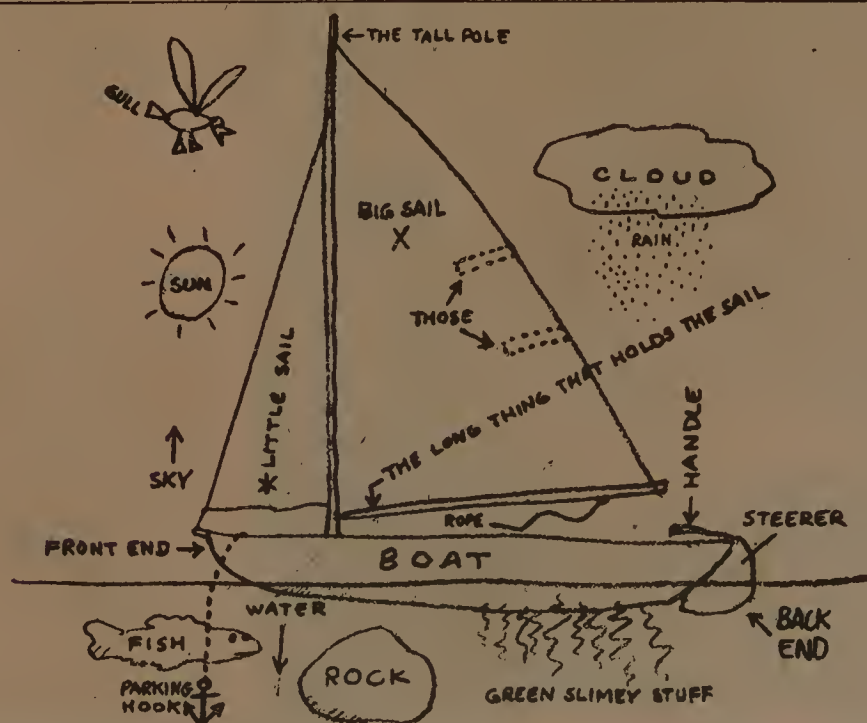
Vang: Name of German sea dog.

Fix: 1) The estimated position of a boat; 2) The true position of a boat and its crew are in most of the time.

Canvas: An abrasive sailcloth used to remove excess skin from knuckles.

Bunk: Nautical lore.

Abandon: 1) Wild state in which a sailor acquires a boat. 2) Wild state in which a sailor relinquishes a boat.



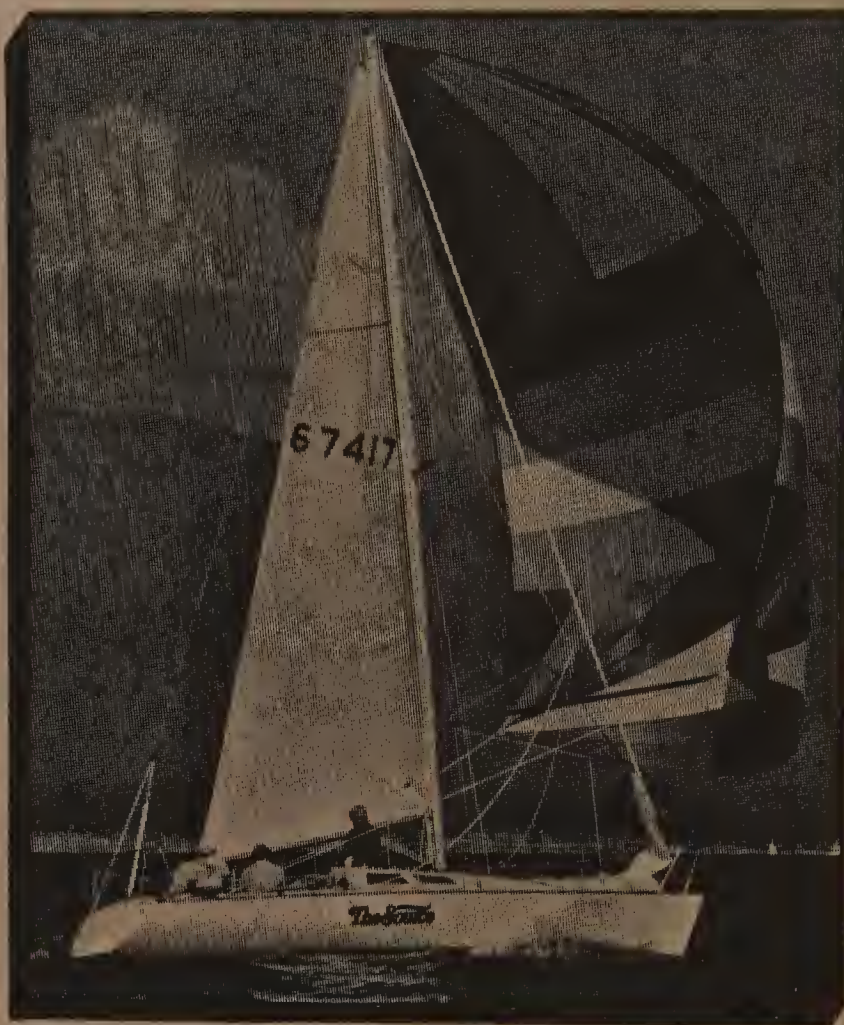
Boom: Laterally mounted pole to which a sail is fastened. Often used during jibing to shift crew members to a fixed, horizontal position.

con't. on next sightings page

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Moore 24	1978	loaded	\$19,000 ⁰⁰
Pearson 26	1967		\$9,000 ⁰⁰
Clipper 26	1975	OB	\$6,900 ⁰⁰
Santa Cruz 27	2.	from	\$21,500 ⁰⁰
Cal 2-27	1976	diesel	\$26,000 ⁰⁰
Vega 27	1977	diesel	\$21,500 ⁰⁰
Hawk Farm 28		diesel	\$29,500 ⁰⁰
Cal 29	1976		\$29,500 ⁰⁰
Garden 30	wood	inbd.	\$19,950 ⁰⁰
Lapworth 48	Custom	diesel	\$129,500 ⁰⁰

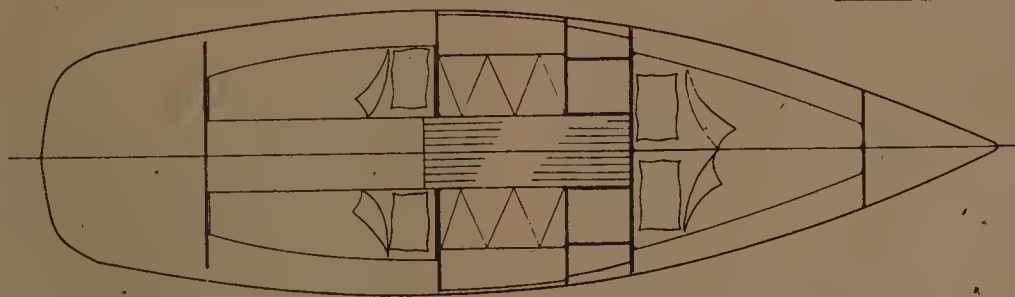
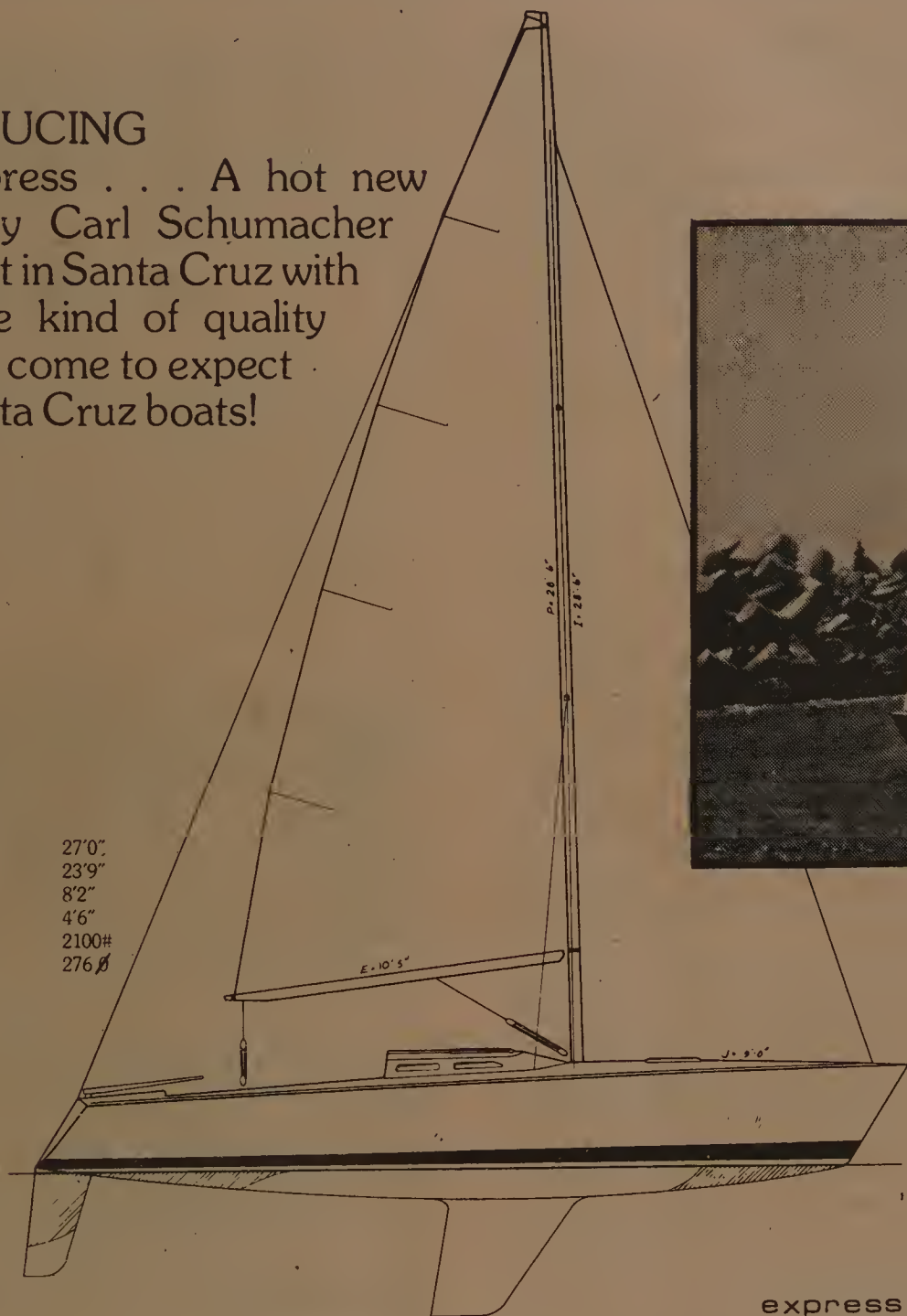
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SIGHTINGS

definition — con't.

Clew: Evidence leading to recovery of a missing sail.

Deviation: Unnatural love of the sea.

Fish: Any living creature that does not call the Coast Guard when faced with the prospect of being submerged for more than one minute.

Hazard: 1) Any boat over 2-ft. in length. 2) The skipper of any such craft. 3) Any body of water. 4) Any body of land within 100 yards of any body of water.

Offshore: Out of A) Sight of land; B) Your mind.

These definitions and more are available in the book "*sailing: (sa Ling), n. 1: the fine art of getting wet and becoming ill while slowly going nowhere at great expense*", written by Henry Bear and Roy McKie, Workman Publishing, New York. Try your local bookstore.

overcoming adversity

In last month's issue (hey, we meant June, but it came out July), Matt Heron mentioned Richard Olcese in his story on handicapped sailing. Richard's program for handicapped sailing at Lake Merritt, officially called the "Lake Merritt Water-Safety and Boating Program for the Disabled", is currently running classes which include sailing, rowing and canoeing (see photos right).

Twenty years ago, Olcese sailed Stars on the bay and crewed on *Baruna*; in 1967, he was disabled and drifted away from sailing. The flame was rekindled last year, however, when he took a sailing class on Lake Merritt as part of the Berkeley Outreach Recreation Project. One thing led to another and in February he found himself director of the \$280,000 pilot project.

Funded by the federal government, the program's goal is not only to teach boating skills to the disabled, but to document the program with a movie, photographs, and a handbook. These tools will then be used by other communities around the country to create similar programs. Olcese plans to use the proceeds from the showing of the movie to continue the sailing classes at Lake Merritt after the government funds dry up.

Safety plays a major role in the program. Participants spend two nights in an Olympic-size pool getting used to being in the water with lifejackets on. They also put a boat in the pool and tip it over with the students onboard. The experience benefits both the students and the rescue crews, who pluck the sailors from the water with an inflatable dinghy.

"People without limbs or with differently shaped bodies don't float like normal bodies," says Olcese. "The support personnel need to know that."

After these initial tests the scene shifts to Lake Merritt. Each student gets their own teacher; whenever possible the student sails alone while the instructor rides alongside in a powerboat. Also on duty at all times are an occupational therapist, an experienced sailor (called "the old salt"), and the program's engineer, Stephan Schinzinger.

Olcese places great emphasis on Schinzinger's role. Making the boats function effectively has a lot to do with the enjoyment of sailing for the disabled. Special seats, handles and interiors have to be worked out. Some of this Schinzinger does after the fact, modifying stock boats. He and Olcese have also worked with Alameda's Ron Stewart in designing and building special El Toros without a thwart. This open cockpit eliminates the danger of the sailor getting a limb caught during a capsize.

Schinzinger also is putting together a wheelchair access workshop so the participants can work on their own.

Besides El Toros, the program uses Capri 14 sloops and has two Hobie

con't. on next sightings page

pihslub, or

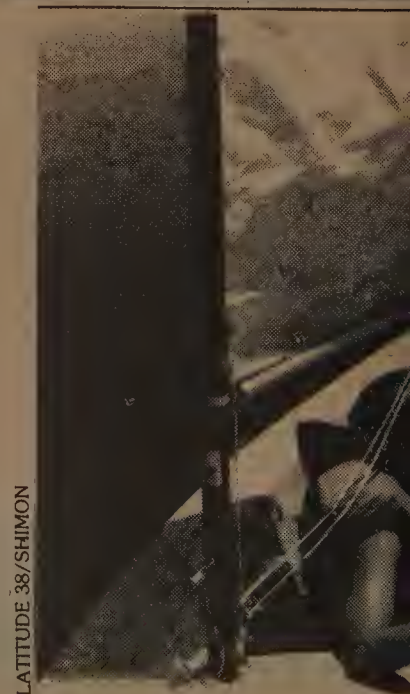
For all of you buckaroos who don't want to wait for next year's Bullship Race from Sausalito to the City Front, how about the backwards Bullship? This will be the second crossing — last year's suffered poor management — but Ron Romaine (453-3969) says

sails in berkeley?

Possibly one of the most active and accessible sailing clubs on the bay, the Berkeley Sailing Club is open to anyone 18 years and older. Membership is \$30 a quarter (\$25 for UC students), and includes lessons, day sailing, cruises, racing, windsurfing and some hearty parties. Participation is the byword at the club, with volunteer members handling club administration, teaching lessons and



The weights in the stern help keep Karen's boat trimmed fore and aft.



LATITUDE 38/SIMON

backwards bullship

this year will be better. The start is 0900 on Sunday, August 30, off the St. Francis. Entries are limited to the first 100 El Toros who sign up. There's a big bar-b-que after the finish at the Sausalito Cruising Club. No Irish whiskey, but lots of ribs and sunshine!

you bet!

maintaining the fleet of Lido 14's, Lasers, Windsurfers and assorted others. During the summer you can find someone sailing out of the club, located on the south side of the Berkeley Marina, almost every night of the week. There's organized Lido racing and lessons on the weekends. From beginning to expert, the CSC has something to offer everyone. Call 845-3484 for more info.



Student Karen Tamley helps assistant program director Glo Webel haul her El Toro from Lake Merritt.

LATITUDE 38/SHIMON



overcoming — con't.

Cats for the advanced classes starting July 14. They're also expecting a 15-ft. Challenger trimaran from England, designed especially with the disabled sailor in mind.

"We're getting some flak from some people for taking too many risks," says Olcese. "But why should we be more protected? We want to take risks, too!"

Olcese credits the City of Oakland for its outstanding efforts on behalf of the program and looks forward to mainlining the program into the regular Lake Merritt sailing program. The ultimate goal, he said, is to have the disabled in classes along with everybody else.

trouble in antigua

A friend of ours pursuing the charter life in the Virgin Islands sent us a copy of *Virgin Islands Boating*, a yachting publication serving that area. The best part of *V.I. Boating* is the "Mermaid of the Month" feature, which consists of a lecherous photo of some young sweetie in a bikini, and a little bit of copy. Naturally the vital statistics are presented in nautical form: Date of launch (birthday); LOA (height); Bowsprit (boobs); amidships (waist); Transom (hips); Displacement (weight); Running Lights (eye color); and Mainsail (hair color).

It's a great feature — one we'll gladly duplicate as soon as someone volunteers a suitable body — but that's not the item we want to tell you about.

You see the editorial in one issue of *V.I. Boating* was titled, "What's Wrong With Race Week?" Race Week refers to Antigua Race Week, an event which had instantly become world famous a few years back on the basis of grand prix partying including such activities as drag queen contests, wet-T-shirt affairs, and other passtimes considered risqué in some parts of the globe. Between parties there evidently was some sailboat racing, but nothing that was taken too seriously.

Race Week was first sailed 14 years ago on Antigua, an island with 70,000 residents, 360 beaches, 33 hotels, and is located 200 miles south of the Virgins. Originally it was a pretty informal gathering of Caribbean charter boats, crews and friends who congregated for one last week prior to setting off across the Atlantic for the Mediterranean charter season or back to work in the real world.

Screwups were common for those attending in the early Race Weeks; flights to the island were double and triple booked, ice supplies were always inadequate, and the electrical power usually pooped out. But what the hell difference could that make to seasoned sailing mates getting together for one last time? No, there was no adversity bitter enough to extinguish the partying instincts of these hardy souls who made their living from the sea and patsy charterers from Minnesota.

But now it's 1981 and things had improved — well, sort of. There was plenty of ice, the island's electrical power held out, and airlines were booking just one person to a seat. That was all fine, but Race Week itself turned out to be a lifeless disappointment, with most folks just going through the motions.

V.I. Boating feels that Antigua Race Week has suffered from an overdose of popularity. They cite the swelling numbers of jet-setters, big racing boats, and huge crowds as being responsible for driving island prices right through the roof during Race Week. The result is that the charter boats and crews that started the Week, that give it its devil-may-care attitude have, in many cases, been priced out of participating. They believe this year that more folks came to watch the spectacle than to be a part of it.

So the celebration of the ending of the charter season is no longer, and so is the reckless spirit that once fueled Antigua Race Week. Not exactly the decline and fall of western civilization, but a regrettable retro none the less.

SIGHTINGS

don't laugh

For those of you who've never had the chance to hear Tristan Jones, the Welsh sailor/raconteur, your chance is coming up. On July 9th he'll appear



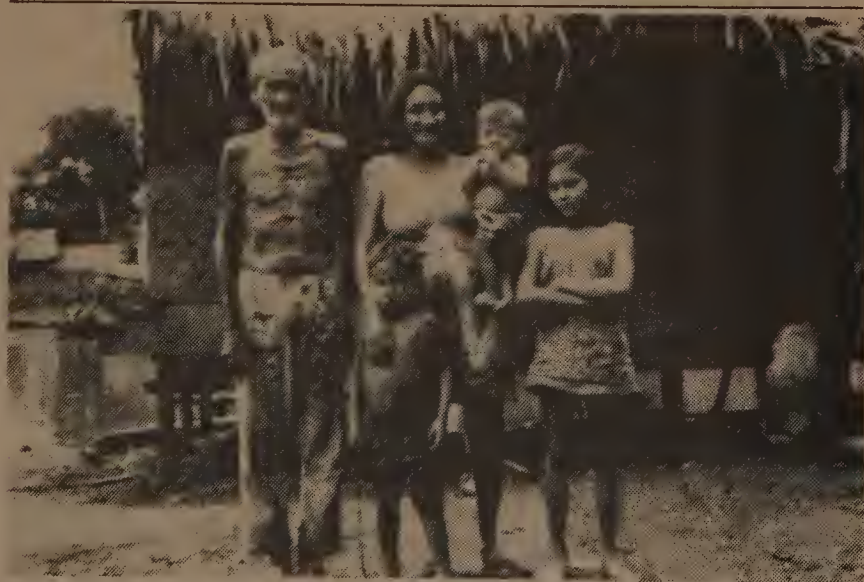
Peruvian dancer.

at the Santa Cruz Civic Center. On the 24th he'll make his last public appearance on his current West Coast tour at the Marin Veterans Memorial



Tristan's boat traveling overland in Israel.

Theatre in the Marin Civic Center. (See the Calendar for more information). Rumor is the "Incredible Voyager" will make Sausalito his new home,



Amazonian women wear a man out.

which should liven up the action at the Cafe Trieste no end. Currently

con't. on next sightings page

master mariner's,

San Diego's Ancient Mariner's Sailing Society held its annual Yesteryear Regatta on June 20. Fifty-six traditional yachts — all designed prior to 1950 (that's traditional?) — competed. First to finish on both elapsed and corrected time was the gaff ketch *Leeway*, owned and skippered by William Coelley.

ho

"Wasn't much to the start. Wasn't much to the race. Hell, you couldn't take a picture and get both boats in the same frame."

So spoke an observer of the 1981 San Francisco Perpetual Challenge race between the 6 Meters *St. Francis VII* and *Discovery*, the latter an entry from Newport Harbor Y.C.

sea

Still looking for summertime fun for the kiddies? How about the Oceanic Society's Sea Camp for eight to twelve year olds held at Fort Mason? There's no boating involved, but according to director Wendy Fairlie, "we get wet a lot." Their goal is to turn kids on to the marine environment with field trips to ex-

death of a sailorman

What we've got here is a little boat sailing on a sea of paper. The boat was given to us as a souvenir of sponsoring a boat in the recent Master Mariner's Regatta.

It was an ironic present to be sure. For stuck there on the port quarter is a sticker that reads, "Made in Taiwan". We could have accepted that at the Colin Archer Memorial Race, but the Master Mariner's — for shame!

southern calif. style

The next day, June 21, twelve more classic yachts, including Bob Sloan's *Spike Africa*, headed west from San Diego to Maui. Over 100 boats, many who had competed the day before, escorted the fleet out the harbor. Taking the early lead was *Rose of Sharon*, a 51-ft. Burgess schooner owned by Byron Chamberlain.

hum

It was on June 5th that wunderkid John Bertrand and crew thrashed their southern California opponents by a whopping 10 minutes, 33 seconds on the bay. *Discovery* broke her vang, her battens and a turning block for the jib sheet. She didn't even fly her spinnaker downwind. Not much of a race at all.

camp

plore tidepools, ships, the Wharf, a water quality lab and outdoor regions from Ocean Beach to the Marin Headlands. There's one session from July 6-17 and another from July 27 to August 7. Both meet Monday through Friday, 9:00 a.m. to 5:00 p.m. To enroll call 441-5970.



don't laugh — con't.

Tristan's writing a book on America based on a barge trip he took down the



Sailing with llamas on Lake Titicaca.

Mississippi. He's also reportedly planning an expedition to find Atlantis. Obviously not of the nine to five mind set, Tristan has some critics who say he makes his yarns out of whole cloth. Not us! We believe everything he says!

dulbar your pleasure

It will come as a tremendous relief to all of you, I am sure, that the Singlehanded Sailing Society has figured out where they will race to next. On the 25th of July a new chapter of offshore singlehanded sailing will be written by a hardy group of individuals who will once again venture "outside the Gate".

You've heard of SORC, MORA, ASH, OSTAR and all the other famous initials — now get ready for DULBAR. Yep, DULBAR. Duxbury, Light Bucket and Return. (It was going to be PAMFID because we liked the initials, but we didn't think anyone would sail from Point Arena to Montara to Farallone Islands and finally to Dux just to make the name work.)

DULBAR will start around 1000 hours somewhere off the City Front and you should be home by cocktail time if your PHRF is under 500. The cost is a mere \$20, but the hot set-up is to join the Society for the next half year for 25 bucks and race free!

The skipper's meeting will be at the Oakland Yacht Club on Wednesday the 22nd at 1830 hours; applications will be accepted until 1930 that night. Call 332-0202 and ask for Chuck for more details or write the SSS, 3020 Bridgeway, #320, Sausalito, CA 94965.

— charles 'chuck' hawley

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John Dukat feels it could give a Garden Porpoise a hell of a race.

SIGHTINGS

mora long-distance entries

While the big boats take off for Honolulu on July 3rd, the fleet listed below will be burning rubber off Baker's Beach at the start of the MORA Long Distance Race from S.F. to San Diego. It's 470 miles of surfin' safari for the fleet, all of which are less than 31-ft. There'll be both a heavy and light division, as well as one for the Olson 30's. We think this is the largest fleet that's ever gone and one very likely to smash the course record.

Boat	Type	Rating	Owner
<i>Bilakin</i>	Cal 29	174	R. Sommers*
<i>Good Times</i>	Ericson 27	222	D. Bevan
<i>Bear Grotto</i>	Custom Jotz	150	Hank Jotz
<i>Maniko</i>	Olson 30	96	S. Cook
<i>Brujo</i>	Olson 30	96	N. Clark
<i>Hot Flash</i>	Santa Cruz 27	138	D. Meyer
<i>Bloody Mary</i>	Santa Cruz 27	138	F. Klitza
<i>Saint Anne</i>	Olson 30	96	R. Heckman
<i>Critical Mass</i>	Cust. Mancebo	102	Dave Mancebo
<i>Eclipse</i>	Hawkfarm	162	Fred Hoffman
<i>Wet Spot</i>	Moore 24	150	O'Callaghan
<i>Zot!!</i>	Choate 27	150	R. Hrubes
<i>Rocinante</i>	Yankee 30	168	A. Malaccorto
<i>Ankle Biter</i>	Santa Cruz 27	138	Run./Fir.
<i>Bullet</i>	Olson 30	96	Eisenberg
<i>Flexible Flyer</i>	Choate 30	150	John Wright
<i>Hot Foot</i>	Choate 30	132	R. Dougherty*
<i>Balkyre</i>	Moore 24	150	R. Betzer
<i>Scorpion</i>	1/2 Ton	150	C. Staettr*
<i>Farr Better</i>	Farr 740	162	Charlie Beyer
<i>Move</i>	Santa Cruz 27	138	D. Winlow
<i>Hazy Image</i>	Moore 24	150	J. Barr
<i>Foreplay</i>	Wilderness 30	108	R. Wales
<i>Feloney</i>	Pyramid 30	102	C. Case
<i>Collage</i>	Olson 30	96	S. Pine
<i>Whipit</i>	Pyramid 30	102	J. Sheldon

*Southern California entry

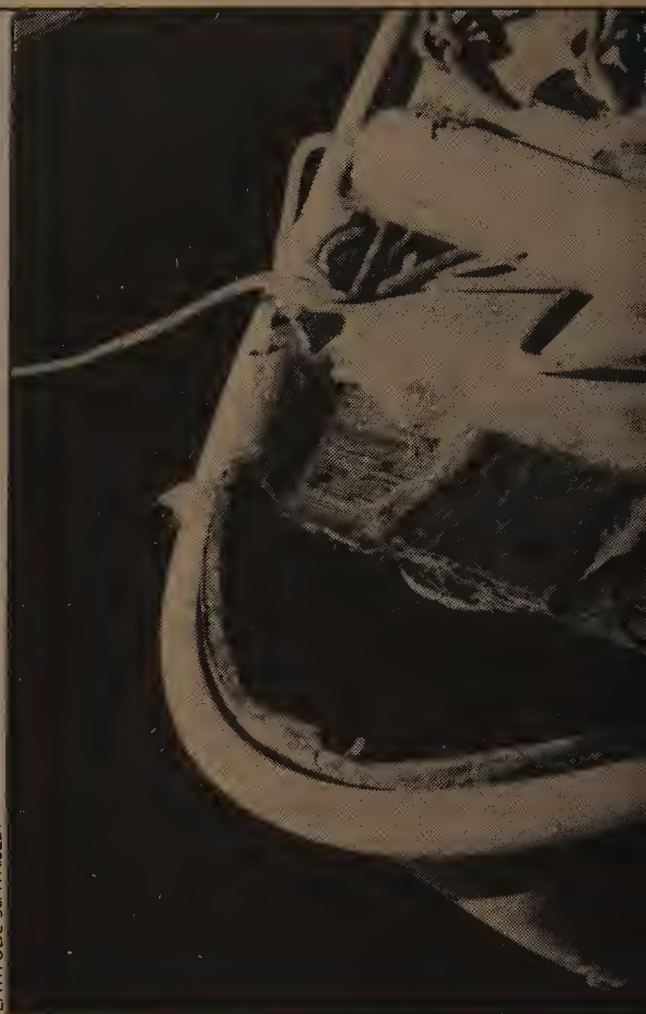
northpoint yacht club

There's a new yacht club on the bay — the Northpoint YC — and they're based at Pier 39 in The City. Formed in December of 1979, the fledgling organization already has 110 members, most of them sailors, and hopes to hit the 200 mark by the end of this year.

Lacking a clubhouse at first, NYC members met regularly at the Following Sea Restaurant. Just recently, however, they got the go-ahead to lease a permanent space right at the end of the pier, which they're excited about. The view of the bay will be primo and spectators can watch club races with front row seats. The Pier 39 management is happy about their presence, too. They'll be billed as the only yacht club with a cable car connection!

NYC offers racing once a month and the fleet sails under PHRF. A member of the YRA, they've sponsored a Triton class race so far and plan to host the "S.F. TransPac Regatta" on September 27. It'll be an invitational open to all boats who've competed in any of the TransPacs, and will feature round-the-buoy racing much like the Big Boat series. Deadline for entries is August 10.

con't. on next sightings page



LATITUDE 38/WRISLEY

latitude 38 quiz —

Wandering photographer Michael Wisley snapped this shot of an injured boat tied up at the St. Francis YC. Now on the basis of just this bow section, can you tell what kind

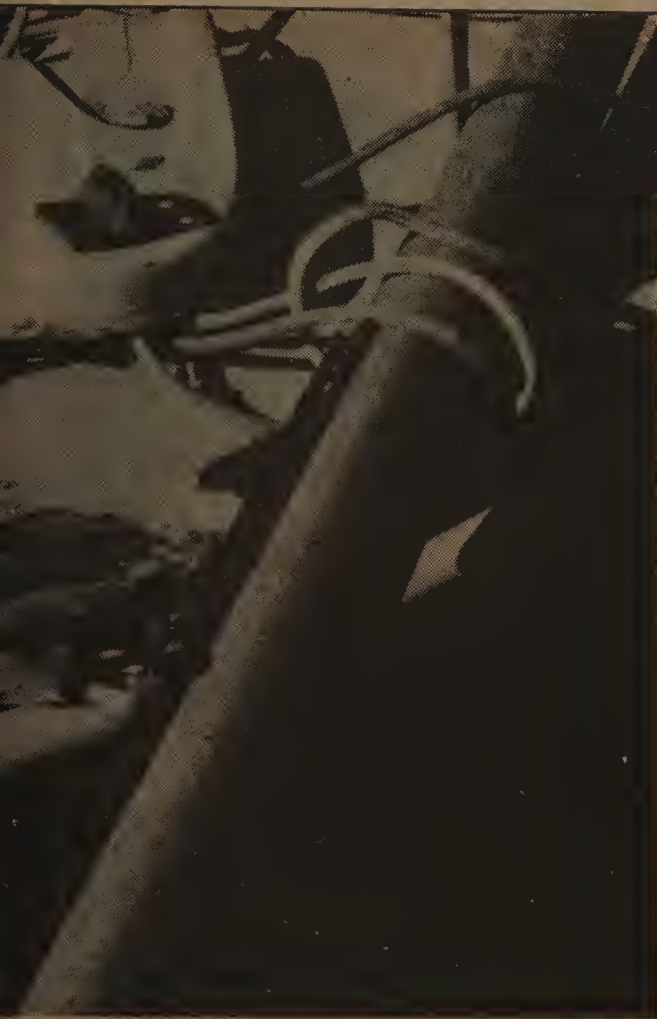
prince of wales

The Berkeley Yacht Club is hosting the USYRU Match Racing Championship Prince of Wales 1982 Quarter Finals for Area G North on July 18 and 19, 1981. Ranger 23's will be the boats, and each club entered has to furnish their own. Only eight boats can race and entries must be in by July 11.

If you win, you get to go up against the

doublehanders

Word from Newport, RI is that Scotsman Chay Blyth and Canadian Rob James won the Observer doublehanded race from Plymouth, England. Sailing the 66-ft. trimaran *Brittany Ferries GB*, they covered the 3,000-mile course in 14 days, 13 hours and 58 minutes, a new course record. Sixteen hours later the 59-ft. catamaran *Elf Aquitaine* edged out the 44-ft. French tri *Gauloises* for second place. Gale force winds early in the race knocked out 22 of the 102



for experts only

and size of boat it is? Actually, it's not as hard as it seems, as the bow shape is one the designer frequently used in the numerous designs he did for the manufacturer.

match race

Southern California winner for the Area G champs next spring. The finals will be in J-24's next August at the Royal Vancouver Yacht Club in B.C. If you win you'll probably get your picture in the slick yachting mags. Far out. Call John Clauser for more info: 422-3559 (days), 443-6499 or 939-9885 (eves).

together

starters.

Rob James and his wife, circumnavigator (navigatress?) Naomi James, are scheduled to compete in the Whitbread Around-the-World Race starting in August. They'll be part of the crew of a new Freedom 70 sponsored by the Krieger Wine Company. We got invited to a reception for the Freedom 70 in Newport, but decided not to go. You have to draw the line someplace.

northpoint — con't.

Three NYC boats are scheduled for this year's TransPac to Hawaii: *Troublemaker*, a one ton custom; *Sea Rat*, a Swan 441; and *Native Sun*, a Duffield 49. Club members also enjoy cruising, last year venturing to Santa Cruz and planning to do more this year.

Initiation fees are \$200, which includes a \$125 assessment for the new clubhouse. Dues are \$12 a month. You can get more information by calling 647-1668 or writing Northpoint Yacht Club, P.O. Box 40279, San Francisco, CA 94140.

little lipton gets bitter taste

The Little Lipton, one of four PICYA perpetual races, will not be held off the City Front this year for the first time since it's Declaration of Trust was written back in 1934. Article 7 of the Declaration states that the contest shall be sailed in the home waters of the club currently holding the trophy, although that club shall have the option to waive the requirement, in which case the race committee shall choose the site.

Last year Steve Toschi won the race for the Coyote Point YC, and now that club wants to exercise its option to hold the race in their home waters. "We've worked for 10 years to get that cup, and we are going to take advantage of sailing it in our home waters," says Warren Emerson of the Coyote Point YC.

Some PICYA delegates aren't happy about the cup being sailed in the south bay. They argue that some contestants are planning to come from as far away as Lake Tahoe, and if they win, may want to hold the cup up there next year. They point out that Coyote Point has no boat hoist — the closest is a 40-minute sail across the bay in San Leandro. And finally they claim that it will be almost impossible for those sailing the City Front's Larry Knight on Saturday to make the Little Lipton at Coyote Point on Sunday.

Herbert Magee, President of PICYA, says that Article 7 of the Declaration of Trust will be changed or excluded next year. A committee will be organized in September to make such a recommendation to the PICYA board in October. To aid in this task a questionnaire has been sent out to a random sampling of racers to ask for their opinion on the subject.

There's a disagreement on the subject here at *Latitude 38*. Some of us lower case characters feel that there are enough perpetual races which play musical chairs from club to club, and that the older and therefore more prestigious perpetuals should remain in the waters they've always been sailed in.

But big bossman doesn't agree. He says Coyote Point won the cup fair and square, and as specified in the Declaration, have every right in the world to hold it at their club. He thinks that if competing clubs aren't dedicated or interested enough to wrest the cup back from hostile waters, that they can just stuff it.

What a jerk!

Either way, a skipper's meeting is scheduled for 7 p.m. on July 14th at the St. Francis YC. One member from each of the clubs participating in the race will be present to vote on the course to be raced.

mw

sayonara, san francisco

Linda Webber-Rettie may not be the hottest singlehanded sailor to come down the line, but she certainly made her presence felt before the start of the S.F. to Japan race. Dressed in a black chiffon dress with spaghetti straps, a hint of décolletage and 4-inch spiked heels, she appeared with the rest of her

con't. on next sightings page

solo transpac — con't.

competitors at a pre-race press conference. After fielding questions from the press, including a live camera crew from FUJI TV, the sailors lined up for photos. A foot taller than her competitors, Linda smiled demurely.

"I feel a little like Snow White," she said privately later.

Sunday, June 7th, though, it was back to foul weather gear and harnesses as the cannons fired and the race got underway. A large spectator fleet of 50 boats accompanied the fleet out the Gate, waving, taking pictures and shouting "Sayonara!!"

Some of the entries said winning was their goal — like Fukunari Imada in his Sawachi Custom *Taiyo*; he had spent the previous 18 months preparing. Another favorite was Gozo Okada, a journalist sailing the 35-foot *Tasaki Pearl of Tida*. Others, like Yoshiji Okamoto on *Ray*, wanted to prove to themselves they could make the trip. Eighteen year old Yoichi Higashimiyama said he'd like to win, but wouldn't take too many risks as to be unsafe.

As the fleet pulled away from the California coast, some went south on the longer, but windier, route to Kobe. In this group were Imada, Okada, Okamoto and Linda Webber-Rettie. The northern group took the early lead based on their choosing the shorter route to sail, but after two weeks it became apparant the southern path offered a faster passage. On June 18, Imada took the lead with 3,613 miles to go.

The entrants are required to check in every other day with race headquarters. On this side of the world that's with SFYC's Joe Knowles. Joe uses another ham operator in Hawaii to translate the entrants positions, and then figures out their relative positions with an Apple computer.

Everything with the race was going great until 3:30 p.m. on June 20th. Joe was down at the club when his wife, Marlene, called, saying she was getting a mayday signal from Tadashi Kato aboard the 33-ft. *Kazagumura*. Joe and Harry Braun, another ham who's been helping keep track of the racers, worked feverishly to plug into the Coast Guard and get rescue operations underway. They had to talk to a commercial fishing boat to translate Kato's messages. A plane spotted Kato at 9:30 p.m. At 1:00 a.m. the freighter *Eastern Highway*, also on its way to Japan, picked him up. They couldn't hoist the boat on deck, so they left it to sink.

According to Braun, Kato had sprung a slow leak that got out of control after 3 days. Braun speculated the keel bolts had worked loose. Kato was one of the three boats which sailed over from Japan to enter the race.

The scary part of the whole affair was that both Kato's onboard life raft and the one dropped from the Coast Guard plane were damaged. By the time he was picked up, Kato had dragged his batteries up on deck to keep them dry for the radio. Had the communications not been as good as they were, he may not have been so lucky.

Pete Sutter, who was part of the inspection team which checked out the boats prior to the race, earlier had said he was appalled at the poor condition on some of the entries. He didn't say Kato's boat was one of the bad ones, but he wondered why boats that had sailed over hadn't been more carefully checked out before they left Japan. He suggested the formation of a volunteer group of boat checkers who would be available to inspect boats before they make long ocean passages. It wouldn't be a formal arrangement, but it might make for fewer errors out at sea where the odds are against you.

More next month.

more loran next month

Last month we published an article titled "An Idiot's Guide to Loran" that was to be followed in this issue with "An Idiot's Guide to Sat. Nav." But, we're going to postpone that second article until next month.

con't. on next sightings page



Skipper-San.

レースのマスターズ・トーナ



Tadashi Kato.

一級〈カレイジャス〉のタック ップでも3度タクティシャン



Joe Knowles.

ップの世界チャンピオン デ
3人である。ディーバーは、
9戦全勝という成績で優勝し
他には、12メーター級〈オ
ッパー ジム・ハーディー、
シリーズの優勝者ハロルド・

ーグ戦で戦われるからだ。参
ど同じレベルのチーム（時に
リーしてくるが）と、1対1



Pete Sutter (right).

ちの1回はテッド・ターナー
つゲイリー・ジョブソン、コ



Fukunari Imada.

ス・コナー、同じくくフリー
ンであるデニス・ダーガン、
シールビーチ・ロフトのオー



・ダ・W・レティー。デニス・コナー女性版を思わせる選
し貌が魅力的 T. Sakurai Photo

Linda Webber-Rettie.

loran - con't.

Why? Well, this is TransPac month and we figured it would be worthwhile to wait until we can talk to the folks arriving in Hawaii to see how their units worked. Sat. Nav., naturally, is supposed to work the whole way across, but Loran is not. The folks from Texas Instruments, however, think they can instruct users of their products so that their Lorans may be used effectively all the way across the Pacific. We want to see how that turns out.

If nothing else we know last month's article saved one person money. Ulf Werner, who owns *Brown Sugar*, winner of Division D of the last TransPac, called up to say that his T.I. 9000N was having trouble flashing out complete digits. Part of the 9, for example, would not come in. He sent the unit to Texas for repair, and they quoted him \$250 to open the thing up and \$250 to replace the digits. Ulf didn't think that was too cool, particularly when he read in the last issue of *Latitude 38* that T.I. wasn't going to charge more than about \$130 for any repair.

He called T.I.'s representative, John Cooper, and had no trouble getting satisfaction. For \$130 T.I. is sending him an entire, brand-new unit. That's standing behind your product, but apparently it's not too rare as these companies see a big new market developing and want to keep their reputations clean.

As another example, a gentleman by the name of Pete Anderson from California Marine U.S.A. called to say that his company bought a big boat in Louisiana and took it to Africa to fish for shrimp. They had a Decca Sat. Nav. installed on the boat, which worked fine going across the Atlantic, but malfunctioned in Africa. A Sat. Nav. is important there, because there are strict boundaries to fishing territories, and there can be big trouble if you stray.

Decca replaced the first Sat. Nav., but that one failed also. Cooperative as hell, Decca was ready to send yet a third unit when they bench-tested the first and found it to function properly. The probable conclusion? A bad installation rather than equipment failure. Or so it would seem.

We even bought a Loran ourselves, and it conked out right away, too. No problem, our dealer replaced it with no questions. He said the first 30 days on the boat are the most crucial for such; if the Loran screws up then you should bring it back and get one that works right.

As we continued to talk to more Loran owners, they again and again remarked how pleased they were to own one. The previously mentioned Ulf is a good example; even though he cooked his with his engine once and had the digit problem lately, he still swears by it. He mentioned that in the last Waterhouse race visibility was down to 100 yards and yet they could approach the Farallones in complete confidence and found it with no trouble. "I don't know how people can make do without it," is the way he puts it.

Incidentally Ulf's unit is a 9000N which only displays T.D.'s (Time Delays); but he finds it quite satisfactory. One reason is because T.I. makes the 58C and 59 hand calculators, which given the right program, can convert the T.D.'s into Latitude and Longitude, just like the Lat./Long. Lorans. It takes about a minute for the calculator to do the conversion however, because there's some wild amount of computations, maybe 100,000, which it has to go through to come up with the answer.

We did get one negative letter on our article, that from a gentleman who has written a book on the subject. He thought our guide was too simplistic. To each his own. He also mentioned that you shouldn't rely on just electronic devices to guide you in 50 feet of fog; sure, we'll buy that and will comply whenever possible. He also wanted us to know that television sets may produce erratic Loran C receiver performance. Television sets? What kind of boat has a T.V. and Loran operating at once. Betcha he's a powerboater!

See you next month.



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LATITUDE 38/SHIMON



Hayward's Betty Browner, owner & skipper of *Petrouchka*, is comforted by crewmember Troy Cook.

By the time these words reach your eyes, the 74 entries in this year's crewed TransPac should be well on their way to Honolulu. Awaiting them there will be the bikini beauties, garbage cans full of Mai Tais, and the adoring press — *Latitude 38* included. Veterans of the race say it's always hard to pick a winner; it can blow like stink as it did in 1977 or it can be zephyr-ridden as in 1979.

Northern California will be well-represented in this year's classic. Last month we gave you the list of locals competing, one of which — *Nalu IV*, a Lapworth 48 under charter to a group headed by Jake van Heeckeren — has had to drop out due to scheduling conflicts. The 19 northern California entries left feature several good bets to win first-to-finish as well as corrected time honors.

The all-time TransPac favorite has to be Bill Lee's *Merlin*, chartered for the race by San Diego's Nicholas Frazee. Seven of *Merlin*'s offspring, the Santa Cruz 50's, will be in the hunt, too. Three are actually from Santa Cruz — Randy Parker's *Chasch Mer*, Larry Burgin's *Oaxaca* and Stewart Kett's *Octavia*.

The hottest of the three recently has been *Oaxaca*, which lost to another 50 for the first time in June when *Chasch Mer* nipped them by 58 seconds in a 40-mile Monterey Bay race. Prior to that she was third behind *Christine* and *Ragtime* in the Puerto Vallarta Race and untouchable in the SC-50 class.

This will be Burgin's second TransPac. He lost the mast on *Nalu IV* in 1977, but rates his chances good this year. All the 50's, he says, are close off the wind. If the condi-

Boat	Design	Owner/Charterer	Time Allowance (hours)			
Drifter	78' sloop		- 0.8706	Macobi	Swan 57	55.9386
Merlin	Lee Custom	Nicholas Frazee, San Diego	3.1293	Checkmate	Peterson 50	56.8914
Christine	Priess 84		3.4300	Criterion	Alden 60	57.3723
Ragtime	Spencer 65		9.3024	Natoma	Rhodes	Don Dalziel, Berkeley
New World	Spencer 68		18.2451	Primavera	Swan 57	58.1252
Chasch Mer	Santa Cruz 50	Randy Parker, Santa Cruz	26.053	Zamazaan	Farr 52	Bob Cole, Burlingame
Night Train	Santa Cruz 50		26.7555	Panache	Lee 40	Rod Park, Richmond
Hana Ho	Santa Cruz 50		27.1246	Bravura 79	Frers 48	Fred Lafitte, Newport Bch
Oaxaca	Santa Cruz 50	Larry Burgin, Santa Cruz	27.4448	Westward	Lapworth 50	
Octavia	Santa Cruz 50	Stewart Kett, Watsonville	27.6897	Brisa	Choate 48	
Shandu	Santa Cruz 50		28.4416	Gerontius	Farr 42	
Secret Love	Santa Cruz 50		28.9030	Orange Peel	C&C 43	
Winterhawk	S & S 58		37.6364	Azahara	S & S 48	
Aorangi	Lapworth 54		49.5048	Aleta	Peterson 46	
Termerity	Rasmuson 50		52.4752	Warrior	Chance 47	
Native Son	Duffield 49	Robert McBain, Los Gatos	52.9739	Bravura 87	Frers 46	Irv Loube, Piedmont
Sunset Blvd.	Holm 53		54.9454	Shamrock	S & S 52	
				Travieso	Nelson 44	
				Tuia	S & S 49	

tions are right — 15 to 20 knot trade winds and moderate seas — he feels the 50's can surf more waves and ride them longer than *Merlin*. If it blows any harder, their short waterline will hurt them. In light air he's wary of smaller boats; *Oaxaca* recently averaged 14 knots in one race and still corrected out behind an *Ericson 35*!

Another local with a good chance for the overall honors is *Zamazaan*, the Bruce Farr 52 now owned by Larry Stewart but chartered for former-owner Bob Cole and three others from the St. Francis YC. Stewart will go along as crew, as will *Imp* regular Skip Stevely and the bay area's floating newspaperman, Kim Livingston.

Jim Jessie, another crew, delivered *Zamazaan* to SoCal in mid-June, during which they ran into some wind along the way, providing a wild sleigh ride and some anxious moments. They buried the bow in a wave and had green water 3-feet up the mast before the bow popped free and spun out. Larry Stewart, sitting on the lee side of the cockpit, was totally immersed, and when the boat surfaced again found the helm untended. The crew also noted one member missing. They jettisoned two sets of man overboard gear, one of which malfunctioned. Luckily Bob Hargis, the de-boated sailor, had a float coat on. After 15 minutes they had him back aboard.

There was more mayhem down below. Bill Ormond, who was sleeping, slid forward when the bow buried and then got tossed some 15-feet across the cabin. He banged up some ribs and his shoulders, but the latest report had him patched up and ready to head for Honolulu.

LATITUDE 38° SHIMON



We pick: first to finish — *Merlin*. Corrected time honors: *Zamazaan*, followed by *Travesio*, *Bravura*, and *Brisa*. Dark horse — *High Noon*. First Grandma to finish — Betty Browner.

"Quick boats move quickly," explained Jessie. "I've been telling the ULDB boys that for years."

Jessie likes *Zamazaan's* chances in medium air. She goes well both upwind and down and should get out of the gate fast on the beat past Catalina. After that it's a crashshoot, but they'll get about 33 hours in corrected time from the Santa Cruz 50's and 57 hours from *Merlin*. *Zamazaan* gives two hours to Rod Park's *Panache*, but is 12-feet

longer than the Richmond boat.

Richard Mann's *America*, a Serendipity 43, has thoroughbred credentials but has yet to live up to them. Mann and fellow crewmembers — they average 50 years of age — have been sailing together for 10 years. They campaigned the Columbia 43 *La Mer* successfully, winning in IOR A, PHRF and the Gulf of Farallones Series one year. They decided to step up to Grand Prix racing and have found *America* to be a big, sophisticated dinghy that requires lots of adjustment.

"Our learning curve is real steep," says

Sea Rat	Swan 441	Joseph Keenan, Los Gatos	77.6693	Libalia Too	Peterson 40		87.8889
Uin Na Mara	Farr 42		79.3412	Delphis	Cal 39		87.9468
Zig Zag	Peterson 44		79.5508	Shenandoah	Holland 41		90.4863
Sister Devine	Davidson 44		81.2320	Racy	Peterson 40	Robert Magoon, Pleasanton	90.8892
Oz	Serendipity 43		82.4926	Montgomery St.	Cal 40	Jim Denning, San Rafael	91.0702
Sempre Subito	Swan 44		83.5392	Sweet Okole	Farr 36	Dean Treadway, Oakland	91.1254
Driller	Serendipity 43		83.5745	Rodeo Drive	Choate 40M		91.7331
America	Serendipity 43	Richard Mann, S.F.	83.6227	Chaparral	Cal 40	Hans Vielhauer, Penngrove	92.1056
Fox Fire	Wilderness 40	Dennis Howarth, Oxnard	83.7141	Red Shift	Choate 40		92.6156
Free Enterprise	Serendipity 43		84.7772	Jubilation	Choate 40		92.6798
L'affaire	Perry 45		85.5361	Regardless	Tartan 41	Sheldon Gebb, L.A.	93.9923
Pele	Swan 431		86.1677	Brown Sugar	Peterson 38	Bud Wehle, Emeryville	94.0800
Gryphon	J-36	Paul Ericson, San Francisco	86.1996	Audacious	Choate 40		94.4311
Scaramouche	Tanton 40	Rolfe Croker, Tiburon	86.3382	Medicine Man	CF 37		96.8991
Sumark	J-36		86.1996	Country Boy	Farr 1/T		97.1120
High Noon	Peterson 41	Tom Harney III, Tiburon	86.3787	Sunburst	CF 37		97.6805
Cadenza	Peterson 40		87.4298	Petrouchka	Ericson 38	Betty Browner, Hayward	98.43
Moonshadow	Holland 41		87.4716	Troublemaker	Heritage 1/T		100.9414
Tomahawk	Holland 41		87.7106	Tahuna	Columbia 36		101.9560

T·P· PREVIEW

Mann. "On *La Mer* we used to be able to set up and not have to fiddle with stuff through a wide range of conditions, but this is much different."

Called the "over-the-hill gang" by their wives, America's crew plans to have a good time and get through without banging up the boat or themselves. Ocean racing, says Mann, is much harder than on the bay, and one of the biggest achievements is surviving.

Sailing the J-36 *Gryphon* will be some folks with TransPac victories under their belts: Chris Corlett and Steve "Boogie" Fletcher, both involved with *Chutzpah's* wins in 1973 and 1975. *Gryphon* will sprout a 3-ft. scoop off the stern — (*Drifter's* waterline lengthener is reportedly 8-ft.!) The other J-36 in the fleet belongs to Mark Spitz, of gold medal fame. His wife's name is Sue and they call the boat *Sumark*. Cute. Sue is anyway.

One of the most interesting entries in the race is Betty Browner's *Petrouchka*. Browner is a Hayward attorney with three adult sons and nine grandchildren. Two and

a half years ago she was sitting at the Rusty Pelican looking at the boats and thought she'd like to try it, too. So she walked downstairs, bought an Ericson 30 and went sailing for the first time in her life.

"I was a salesperson's dream come true," she says.

She sold that boat to her son and moved up to the Ericson 38.

Browner won't admit to her age, but says she could apply for social security. Part of her desire to do the TransPac is simply because she doesn't know how long she'll be able to do something like that. She's still learning about sail trim and loves to adjust the traveller. She does a little helming and tends the foreguy, but mostly she runs, as she puts it, "a bar mitzvah" in the galley.

Now, don't get the idea that Browner's running a slipshod outfit. She's taking an experienced crew, including Jonathon Livingston as navigator, ocean veterans Ruth Suzuki and James Peterson (who twice did

the TP with the late Judge Phillips), rigger Troy Cook, *Petrouchka's* caretaker Walt Doiron, and Clyde Serda, who has 16 years of Sea Scout experience.

According to unofficial reports, *Petrouchka* (named after a dog Browner used to own) won the Corlett Trophy Series this year, so they must be doing something right.

Browner reports the folks at Oakland YC had a little trouble at first with the concept of a grandmother racing to Hawaii at first, but they've come around and are really supporting her. She'll be flying the Oakland YC burgee along the way.

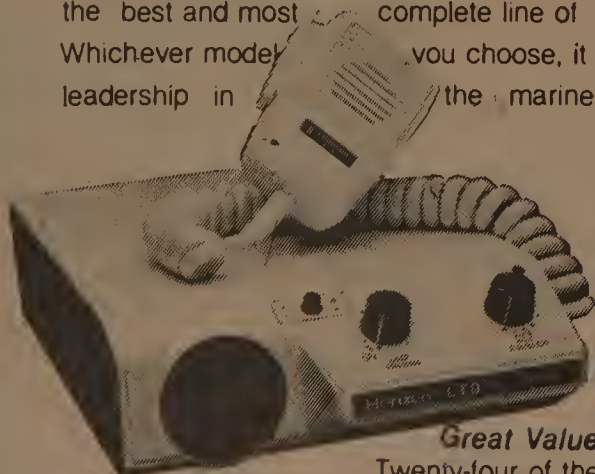
At the St. Francis YC dinner in honor of the TransPac participants, each skipper stood for acknowledgement along with their crew. Browner says when she arose several LOL's in the audience nearly had heart attacks. Go get 'em, Betty!!!

On to Diamond Head.

— latitude 38

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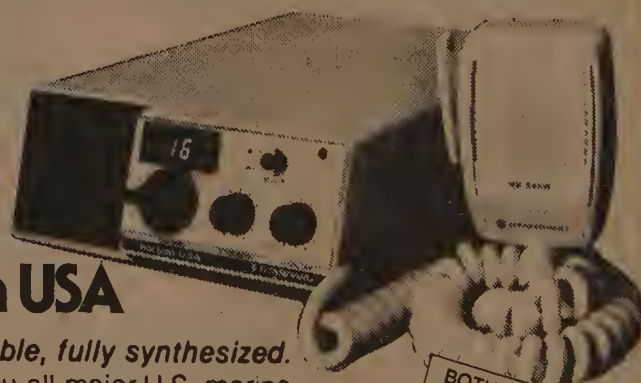
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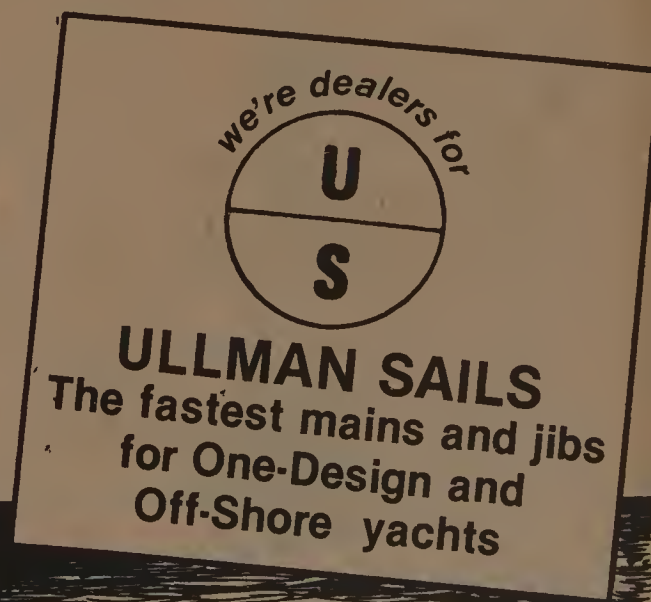
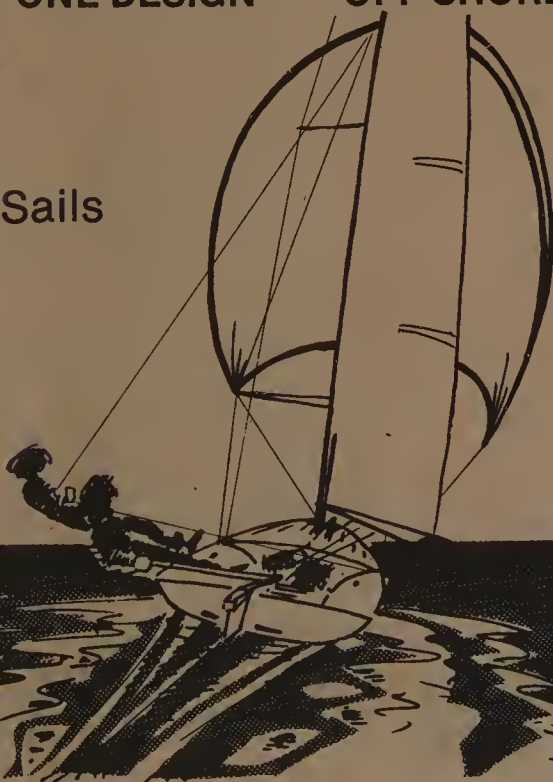
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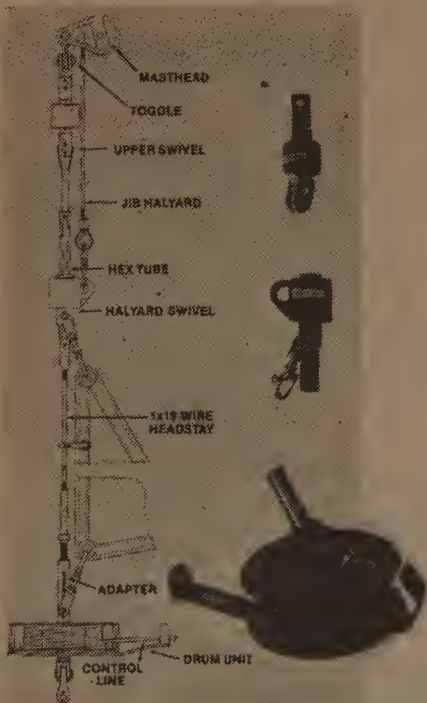
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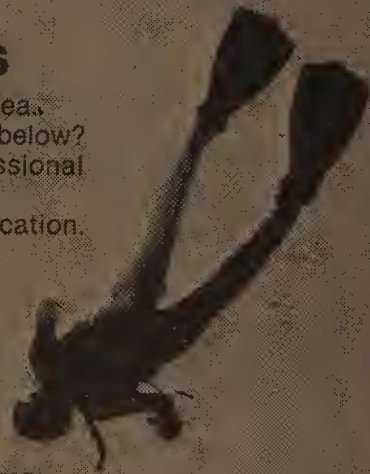
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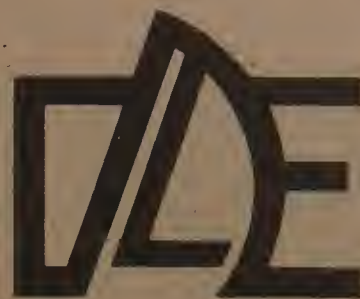
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HULL

If you want to pretend to be a yacht design expert, it's quite simple: First you crouch down on the pier near the subject boat and move your head from side to side, sighting first with one eye, then the other. When someone asks your opinion, the proper muttered reply is either "Hummmm . . . looks fast," or "Yeaungh pig."

There are almost as many different ideas on how hulls should be shaped as there are

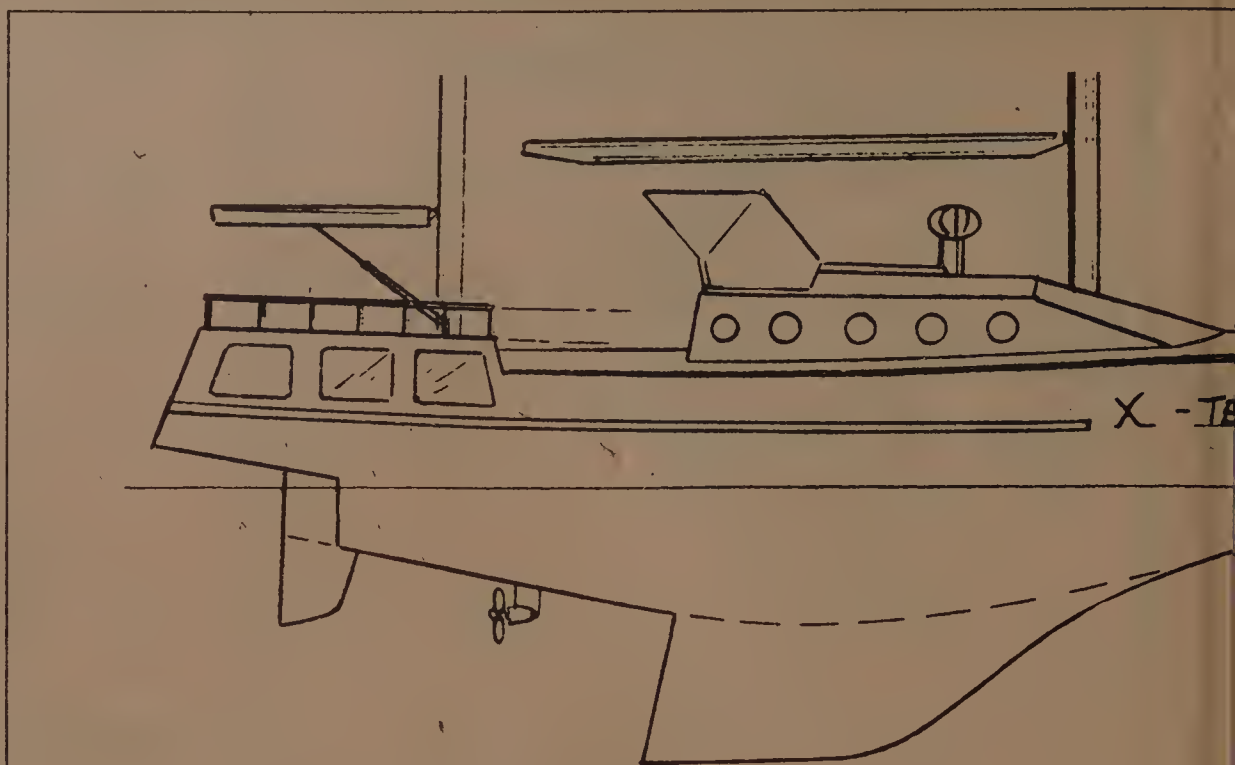
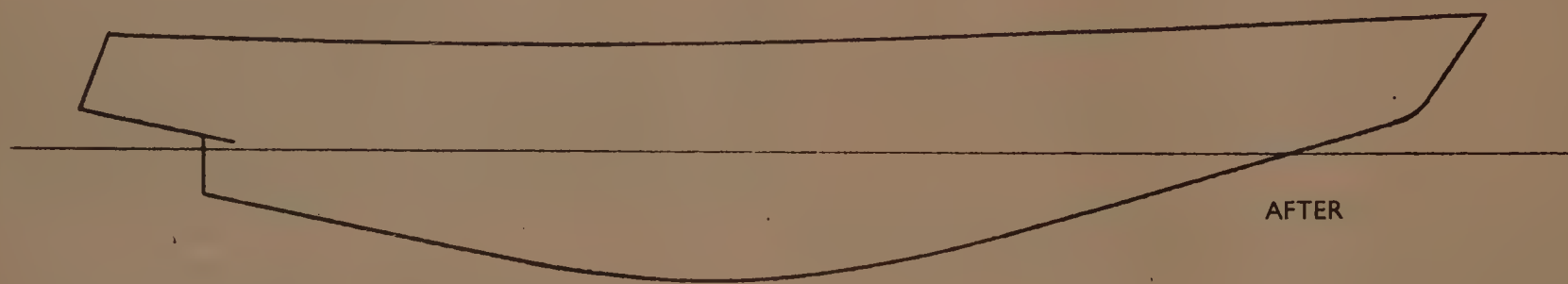


Figure 1 — Underbody style is 12 Meter-type. Long overhangs contribute to sailing length at speed.



yacht designers in the world. Often when two designers like the same shape, they like it for different reasons, and they'll argue over micro-shape changes. The effect of micro-shape changes is usually pretty well agreed on.

This paper is the opinion of one (rather brilliant) naval architect, and does not have the blessing of God, Nat Herreshoff or even Doug Peterson. After reading it you'll not be able to go out and design a boat, but you should be able to walk down the dock and get an idea of how the differently shaped boats will perform in varying conditions.

We're going to look at the hull from 3 different angles. These correspond to the 3 views a designer uses in drawing the line plans. They're easy to see on a finished hull after we remove in our mind's eye the keel, rudder, deck and house structure (see figure 1). These appendages influence our feeling about the looks of the boat, and are beyond

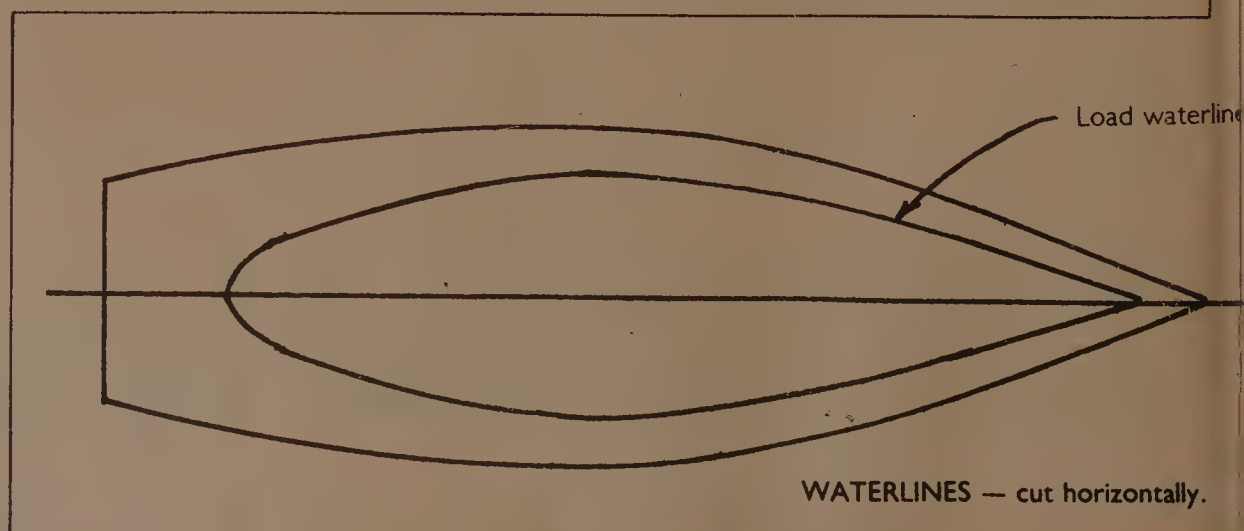
the scope of this article. We're concerned only with the "canoe body" of the hull, the main torso or fuselage which moves through the water. Sometimes this visual separation is a bit tricky. With boats like the 12 Meter, for example, it's difficult to tell where the keel ends and the hull begins, but the idea is to just visually extend the hull lines down through the keel.

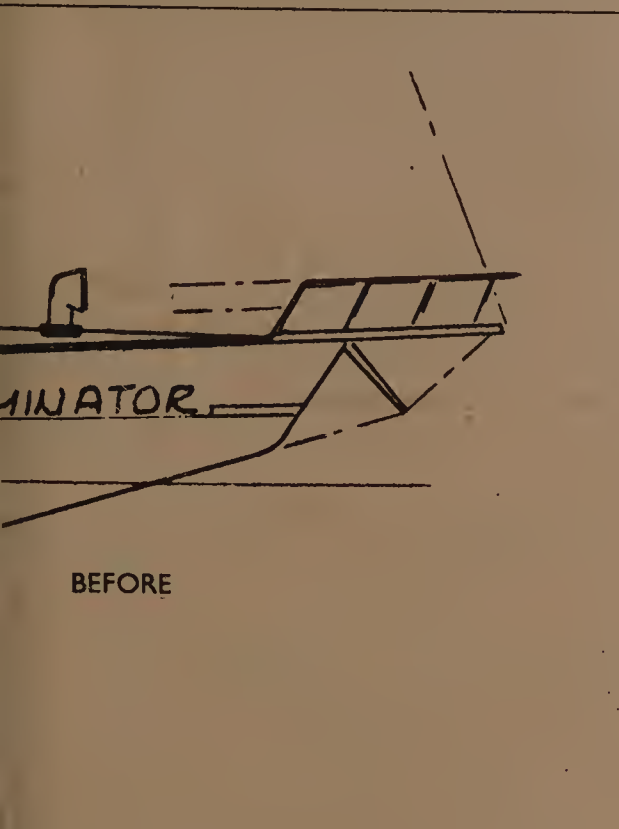
The next step is to take your mental chainsaw and slice the boat up in horizontal, longitudinal and transverse planes (something I've wanted to do with a real chainsaw to

some boats I've sailed!). The horizontal cuts give you waterlines; the longitudinal cuts result in profiles; and the transverse cuts give you sections (see figure 2).

the waterlines

The most important waterline to consider is the "load" waterline where the boat floats. We see this while lying on the dirt in the boatyard looking straight up at the boat's bottom, conveniently defined by the upper edge of the bottom paint or a nicely placed oil streak. Alternatively, a direct overhead view,



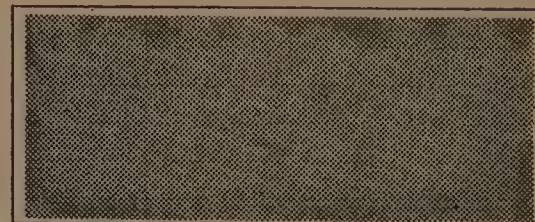


say from the deck of the Golden Gate Bridge or an accommodation drawing in a magazine, will give you a good idea of the waterline.

Observe how fat the boat is. A boat with lots of beam and not much length will be stiff — resistant to heeling — but will also be hard to push through the water. A long, slim boat is easily driven and has good directional stability. A boat with lots of directional stability is easy to steer in a straight line, but hard to turn; one with little directional stability turns easily but it's hard to keep in a straight line. Pick your own preference.

The bow end of the waterline lets you know how the boat will go through the water. Ideally you want to get past the waves as quickly and/or as comfortably as possible by either slicing through or riding over them. Imagine a series of wedges of increasingly wide angles, and what it would be like to pound them into the ground with a sledgehammer. The narrow angle drives easily while the wide one requires lots of energy. It's the same for the bow in a wave.

There are some trade-offs involved when



considering bow shapes. A very fine entry will cut upwind well, but downwind will tend to bury itself coming down the backside of one wave and into the next. Conversely, a full, blunt bow will be slow upwind in a seaway and tend to hobby-horse, but those same features will provide buoyancy downwind and keep the bow up out of the waves.

Comfort is also a consideration in bow shapes. An extremely fine bow as you might find on a racing boat will throw lots of water up on deck. The fuller bow associated with traditional cruising designs makes for a drier ride and also increases your space in the forward cabin.

Now let's look at the stern end of the waterline. Its primary function is to allow the water which has been pushed aside by the

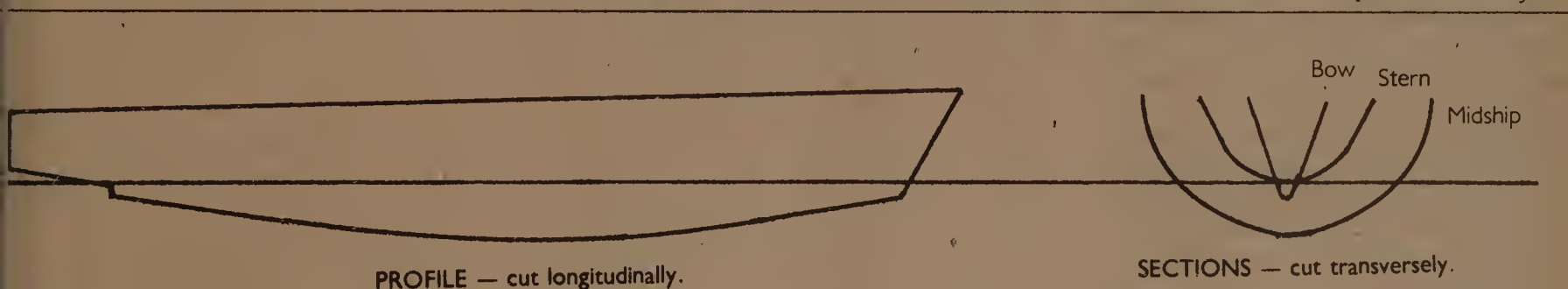


Figure 2 — The 3 views. Hull is moderate in depth/length, beam/depth, and beam/length ratios.

Note the moderately shallow forefoot and the effective stern overhang in the profile; the roll-out of the midship section shape above the load waterline; and the rather fine bow and full stern in the waterline view.

**ALL ILLUSTRATIONS
BY JIM ANTRIM**

bow half of the boat to return to an undisturbed state with as much ease as possible. Stern waterlines range in fullness from near triangular, which looks like a football from above, to near square, which looks like a bullet (see figure 3).

Generally speaking, a fine stern works best at low speeds since it has less wetted surface. Full sterned boats are best on high-speed points of sail, like reaching or heavy air running. Extremely high-speed planing hulls (like motorboats) are almost as wide at the

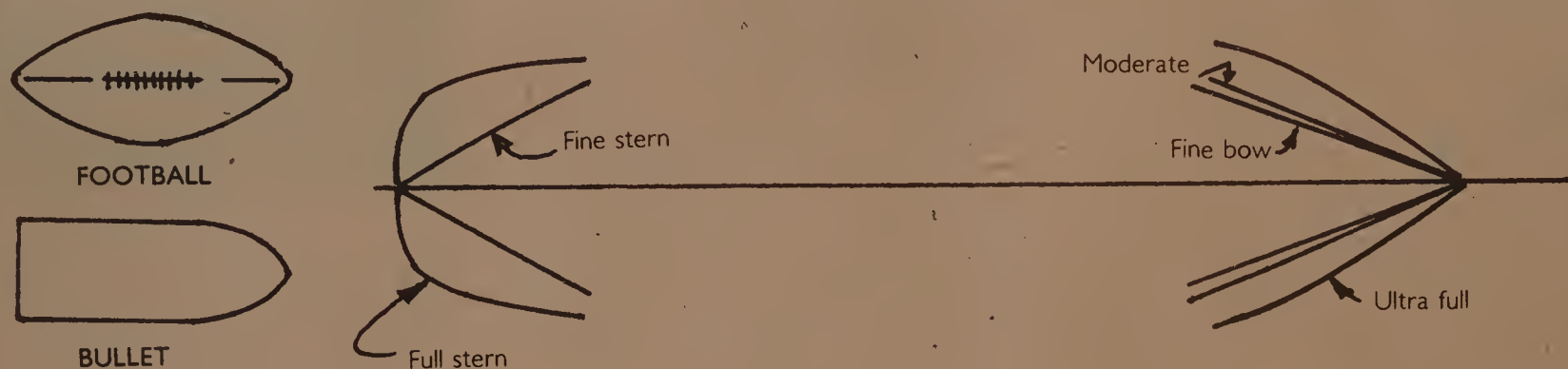


Figure 3 — Bow and stern waterline shapes.

stern as they are amidships. They also tend to be more stable downwind, while a pinched stern boat will almost always be a roller. Banana splitsville.

the profile

The profile view is what we see from directly abeam. We're concerned only with the portion of the hull in the water. This includes the hull below the load waterline and whatever portion of the bow and stern overhang we can expect to submerge while underway.

These overhangs, particularly in the stern, can be very important. When submerged they effectively increase the length of the boat. A 40-ft. waterline with 5-feet of submerged overhang has the speed potential of a 45-footer!

The overhang must be close to the load waterline and form a low angle with it (see figure 4). If a stern looks like it won't get wet until you squirt it with a hose, it won't be effective in increasing sailing length.

Few boats today have long bow overhangs, except for the meter boats. They are extremely heavy displacement and as a result tend to sink lower in the water at speed. This allows their long bow and stern

to dramatically increase sailing length.

Now let's look at the profile shape below the load waterline. Is it deep and round or long and flat? If the hull would make a good rocking chair or roly-polly, it will make a good hobby horse at sea; a long, flat shape will resist rocking.

A hull that's deep in relation to its length should also have a deep skeg. Water likes to take the path of least resistance and resists climbing a steep profile. Putting it another way, very heavy boats are usually faster with a full skeg or bustle, lighter boats without.

Let's assume the boat has a modern knuckle bow profile. One with a very shallow forefoot will have the knuckle right at the waterline. Going to windward this bow will keep coming out of the water and falling off to leeward. A deep forefoot will help generate some lift to windward but may imply unnecessary displacement.

Another important consequence of forefoot depth is the resultant incidence angle of the bow profile (see figure 5). The shallow forefoot has a steeper incidence angle which lifts to bow to help promote the onset of surfing. An extremely deep forefoot will have low or negative incidence angle. This might be likened to a surfer hanging ten before he catches the wave. In brief, a very shallow forefoot is bad upwind, a very deep one is bad downwind.

the sections

In a sense, the sections are the least important of the 3 views, because the water

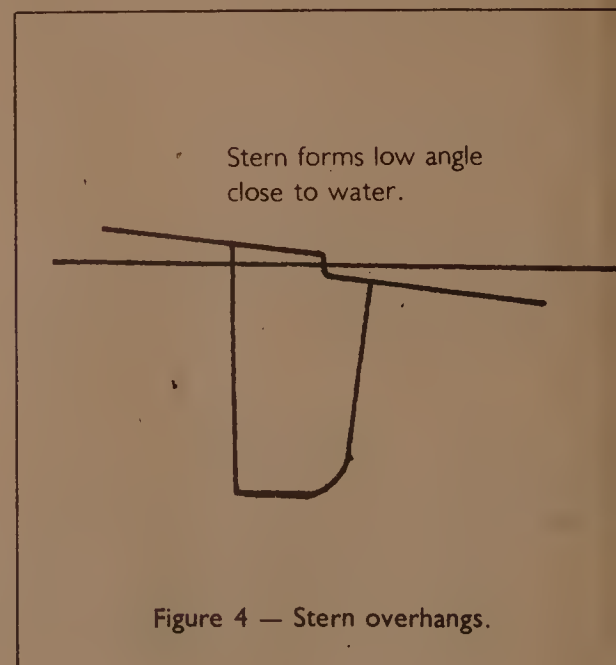
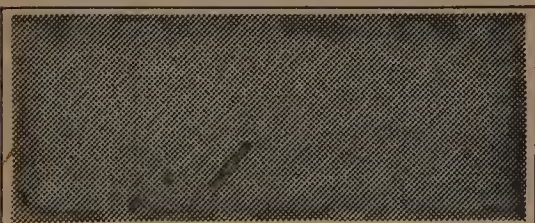


Figure 4 — Stern overhangs.



flow is always across the section. Nevertheless, a complete set of sections is perhaps the best picture of overall hull shape.¹

The ratio of beam to depth is critical in defining the maximum heel to efficient sailing. A very deep and narrow boat can sail well at a 35° heel, but a very shallow boat, like a dinghy, must be sailed upright. The deep hull gains its stability as the weight of the keel moves outboard. The flat, beamy boat has more "form stability" and quickly becomes asymmetrical when the lee side of the hull submerges. Also, when a beamy boat heels, the top part of the keel tends to

rise out of the water, reducing your lateral resistance and creating turbulence as the water flows aft.

Another point to consider is the shape of the section above the load waterline. Are the hull sides nearly plumb or do they roll outward? The plumb-sided boat gains little stability as it heels in a puff. The boat with an increasing beam will roll and then accelerate in a puff.

Much argument centers around the 'U' versus 'V' section shape controversy. I will skip lightly past this disagreement except to make a few points. Unarguably, a U section



has less wetted surface. A V sections seems to "track" better downwind, which makes intuitive sense.

Most people feel the V section pounds less. This makes some sense in a heavy boat with deep sections, but they heavy boats usually don't pound much anyway. In a light displacement boat with wider sections, the heeled V shape presents a flat surface to the water and therefore pounds *more*.

summary

A hull design is a balance of many compromises. Light air, heavy air; small seas, big seas; beating, racing, and running all demand different shapes. The picture is further complicated by the problem of fitting an interior and by changing loading requirements. With a basic understanding of hull shape and performance, you now have an idea what the designer was thinking when he drew the lines of your boat, or are now better equipped to decide which hull you prefer. The only obstacle remaining is deciding what you want. Is that spacious forward cabin worth a slow trip to windward? Is light air ability worth precarious handling when the wind picks up? . . .

— Jim Antrim

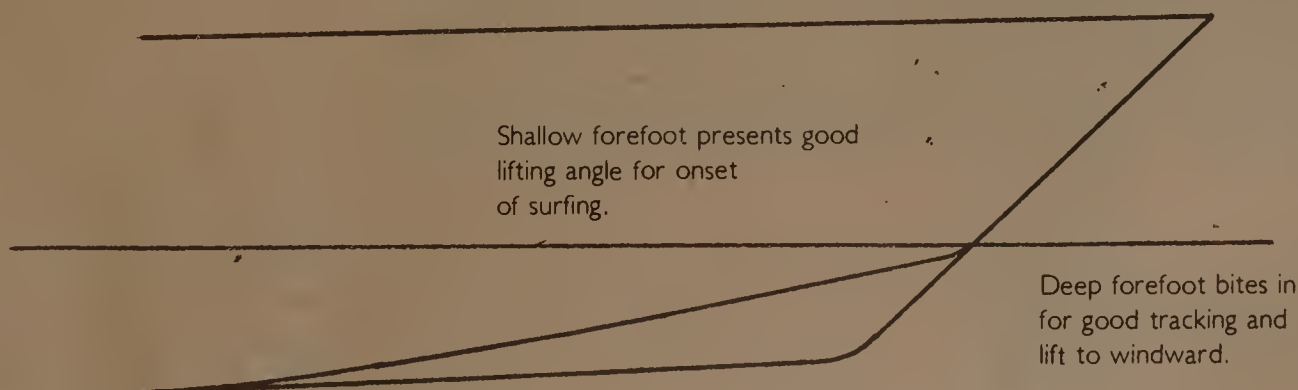
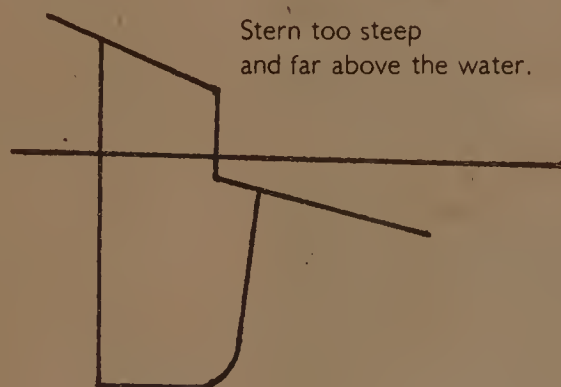


Figure 5 — Forefoot depth, bow profile.



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INNOCENTS ABOARD

Reed's Bay, a corner of Hilo Bay on the island of Hawaii, is a beautiful spot. With the lava rocks sticking up and tropical plants growing on them, it looks like a Japanese garden. After seeing nothing but blue for weeks we marvelled at all that green.

People moored near us had said we had to move to Radio Bay, as Reed's is only for permanent moorings for Hawaiian residents. We planned to go after lunch and had just started to eat when Betty looked out a port-hole and said "we're dragging." I didn't believe it since it was only blowing 15 knots, and we had never dragged in over a hundred nights at anchor in Mexico. But we were dragging. I found out later that Reed's Bay has a smooth lava bottom with only about a foot of silt on it.

We picked up the hook and motored to Radio Bay, another little corner of Hilo Bay tucked in behind the Matson pier. It is only about 100 yards wide between the miles-long breakwater protecting Hilo Bay and a big concrete wall. There were several boats with their sterns to the wall and bow anchors out so we moored the same way.

Radio Bay is couple of miles out of town, but there is a store and laundromat nearby. It also has state-provided restrooms and the cold freshwater showers we found all over Hawaii.

We then checked in with the harbor-master, who explained the rules that apply at all harbors in Hawaii. The first 72-hours are free and after that there is a daily charge depending on the size of the boat. For *Dove* it is \$4. If you stay more than 72-hours, you have to pay for the first "free" hours anyway!

When you arrive in Hawaii, even from the mainland, you have to go through customs and get an inspection from the Department of Agriculture. They check for fruits, vegetables, eggs, animals, or anything else that might bring in pests or diseases. Since there is no rabies in Hawaii, they are especially tough on dogs and cats. You have to have them boarded in quarantine for 3 months at a cost of \$300 to \$400, or they are destroyed.

We were talking to the customs man when the man from Agriculture requested permission to come aboard. This poor guy has the job of inspecting all the boats and ships that come into Hilo. He gets seasick just looking at a boat, and by the time he got into the cabin he was already turning green. He really turned green when he overheard Betty say to the customs guy, "I'll declare the chess set and Larry will declare the parrot." There had

ALL PHOTOS BY LARRY RODAMER



"Pseudo-Graham".

been an outbreak of parrot fever a couple of weeks ago and he didn't calm down until we showed him the gaudy red and green Mexican parrot — made of papier mache'.

On our passage the tradewinds had

been light and we thought 27 days was pretty slow. When we talked to the other boats we found that they had taken 37 to 42 days, so we hadn't done too badly. We met Anne Gash who was just in from single-handing from Australia. She had sailed her Folkboat with only one stop, in Tahiti. On a previous

INNOCENTS



Ann Gash & Illimo at Hilo.

voyage she sailed from Australia west to Ghana, shipped the boat to England, then sailed on around the world back to Australia, most of the way by herself. She was going to cruise Hawaii for a while, they go on to San Francisco. We bought a copy of her book, *A Star to Steer Her By*, and had long interesting conversations with her.

Six of us fresh in from the sea went to a Sunday brunch at a local hotel. After all that canned food and no fresh vegetables we thought we had died and gone to heaven. We ate steadily for two hours, then started on the desserts. The hotel didn't make any money on us.

Even though Radio Bay has a bad reputation for surge, the radio warnings of high surf didn't worry us much. After all, waves had been periodically breaking over the 15-ft. high breakwater without causing any serious problems. We all took up on our anchors and lengthened our stern lines and went to bed.

Hawaiian yachting.



The first crash woke us up. By the time we got on deck, the second crash into the wall crunched our self-steering — it was really wild. All the boats were rearing, plunging and crashing into the wall. We cast loose, motored to the center of the bay and anchored. We were still plunging badly but at least we couldn't hit anything out there. Luckily our "Granny" is made of iron pipe so we were able to get her welded and back in shape. One other boat's was made of aluminum castings and was practically completely destroyed.

The major damage was suffered by a 40-odd-ft. ferrocement boat. The surge picked her up 6 or 8 feet and dropped her stern on the concrete wall. Her skipper spent the night stuffing socks in the holes to slow the flow of water. He was lucky the Coast Guard station is right there, as they brought pumps to keep her afloat until he could patch her. We spent the rest of our stay there anchored out.

While we were there, a boat from Poland came in. There were 4 guys and a woman aboard and they had been cruising for 2 years. We invited them to join a party we had going on, and the woman came wearing a T-shirt that said "Kiss me, I'm Polish." That poor lady never knew what hit her. Before she could sit down she was grabbed and kissed by all ten guys sitting in the cockpit.

When we left Hilo we had our first crew aboard, a young guy from one of the other

boats who had a week to spare before starting a job. That night while he was on watch with the self-steering set, the wind changed. He didn't know how to adjust it, and didn't want to wake us up. So for 3 hours we sailed directly out to sea. At dawn we could hardly see the island. Otherwise he was a great crew and a lot of fun. His girlfriend had read the book *Dove*, and had seen the movie. While looking through our copy he had a wild idea. He wanted us to take pictures of him posed like Robin Lee Graham in the book and send them to his girl. So we tried to duplicate the originals, posing him on the cabin top with the sextant, and reading a book in the cockpit with a straw hat on.

We rounded the notorious South Point (Ka Lae) in a nice breeze, caught a small tuna, and anchored in Okoe Bay. This was the first of many little anchorages a few miles apart on the Kona (leeward) coast of the island of Hawaii.

Cruising the Kona coast in the winter is not recommended because of the possibility of strong southerly storms that make it a bad lee shore. Last year a lot of boats were lost here in a storm. But if we wanted to see it, we had to do it now while we were here. We kept a close watch on the weather forecasts and figured if it got bad we would try to run around to the lee side of the island or to someplace with a good breakwater.

The diving along this coast is fantastic. Quite often we could see the bottom when the depthsounder read 65-ft. There are beautiful coral formations and many tropical fish. There are more varieties and brighter colors than we saw in Mexico, but not many that are big enough to spear, consequently we weren't eating much fish. There is said to be lobster, but I haven't had any luck finding them.

Anchoring is more difficult than in Mexico. There is a lot more wind, huge surf and typically you anchor in much deeper water, 35-45 feet compared to 15-20. Hoping not to get the anchor fouled in the coral we hunted around for a sand patch and do a bombing run. One time we missed a 6-ft.



Treasures from the sea.

square piece and had to dive 35-ft. to move the anchor 2-ft. That was just about our limit and we had to make multiple dives as the chain seemed to stick to the coral. A lot of work. It is also noisy because as you swing the chain grinds across the coral and you can hear it in the boat.

We went into a small bay called Keauhou. The Cruising Guide talks about coral heads within 4-ft. of the surface and a hardpan bottom. The wind was blowing strongly into the bay and big surf was breaking halfway across the mouth. We almost didn't go in, but saw 2

sailboats anchored and figured if they could do it so could we. We didn't have any problem, but it was a bit tense.

There is a yacht club at the head of the bay and we decided to try our reciprocal privileges. The people were very friendly and welcoming and invited us to a steak barbecue they were having that night. We met a woman who had gone to school in California with Betty, and were invited to their home for dinner and showers. They were our first hot-water showers since a hotel in Mazatlan in October, and it was now,

February. What a luxury! I stayed in about a half-an-hour, really enjoying unlimited hot, fresh water.

It seemed every stopping point on this coast has a multi-syllable name starting with K. Keauhou, Kailua-Kona, Kealakekua, Kawaihae, etc. It got me thoroughly confused. We put in at most of them but enjoyed Kealakekua the most. It is a marine preserve and the fish are fantastic. Charter boats bring snorkelers out and feed the fish, porpoises are always playing in the bay and the Captain Cook monument is on the north shore. A good place to spend a few days.

When we left Kailua-Kona we headed for Kawaihae Harbor, our last stop on the island of Hawaii. There was a nice breeze at the start but it kept building and building. We ended up running before huge waves with 2 reefs in the main and no headsail. Since our chart of Kawaihae was 10 years old, we didn't chance the small boat harbor but went in behind the big breakwater and anchored. The weather-man was now talking about 45 knots and 30-ft. waves in the channels between the islands. We were glad to be in a safe harbor and stayed 3 days until the gale blew itself out.

The 70-ft. schooner *Varua* also came in for shelter and we were invited aboard. *Varua* is the boat William Robinson wrote about in his book, *Return to the Sea*. She was built in 1942 and is now in charter to a group doing whale research in Hawaii. Seventy feet is a lot of boat. The generator is bigger than *Dove's* main engine and the turnbuckles and rigging are huge. She is square rigged on the foremast and when another schooner about 60-ft. long came in they made a fine sight against the setting sun.

We set out to cross the Alenuihaha Channel to Maui. This channel has a reputation for being really rough as the tradewinds accelerate when they are channeled between the islands. Some friends of ours in a Cal 29 were forced back to Hilo when they tried to cross and ended up running back with just a storm jib and falling off waves. Someone told me it was the second roughest place on

Sea urchin spine necklace by Hawaiian craftsman.



INNOCENTS



The wind always blows at South Point, Ka Lea, Hawaii.

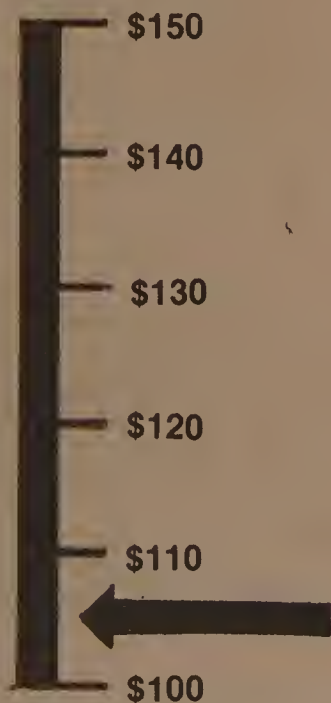
Earth, but as he didn't know where the roughest one was, I had to discount his statement. With this kind of background we were a little apprehensive about crossing but the forecast was not for tradewinds but for 15 knots out of the south. And so it turned out. We had one of our most pleasant sails of the trip. Full main and genny, self-steering and a full moon. It couldn't have been nicer.

By the time we reached Maui the wind had picked up. We looked into La Perouse and Ahiki Bays where we had planned to stop. They looked interesting but with a south wind didn't look safe. We decided to head for Molokini, a little islet that is the remains of a volcano cone. About half the circle is left and you anchor close in, in 45-ft. of water on a coral bottom.

There are supposed to be sharks there, so before snorkeling we got in the dinghy and stuck our face masks into the water to look around. Hundred of bright yellow butterfly fish were swarming around the boat. I guess they are used to being fed. We gave them some potato chips and the water was boiling. They would eat out of your hand. We must not have given them enough because one of them bit Betty on the toe when we stopped. After reading about sharks, this made her squeal and jump into the dinghy. We did snorkel for an hour or two and didn't see any sharks. That's okay with me.

Once again we are undecided about our plans. We would like to see the rest of the islands, but if we are to be back in San Francisco before the first of May we are faced with leaving by March 15 for a long, cold beat back. If we can find a safe place to leave the boat we may fly back and worry about getting the boat back some other time. For now, anyway, on to Lanai.

— larry rodamer



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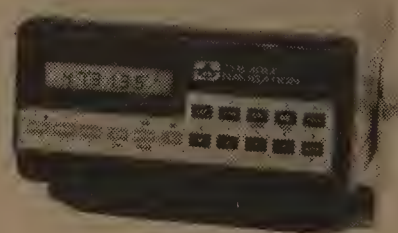
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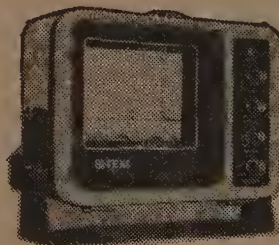
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PETE'S

There's a war going on in Redwood City — a long, drawn-out conflict over who owns what at the junction of Redwood Creek and

Smith Slough. The main characters are Pete Uccelli, a white-haired, 60-year old after whom the harbor is named, and the Califor-

Pete isn't vindictive; he just wants the SLC to leave him alone.



nia State Land Commission (SLC). Trying to figure out who's right takes the patience of Job, but the whole affair has boiled down to a nasty case of government versus a small businessman.

Pete's Harbor, which includes a chandlery, restaurant, 250 boat berths, fuel dock, do-it-yourself yard, welding shop and a sign painter, sits in the middle of marshland just to the east of 101's Whipple Avenue turnoff near Redwood City. It's a popular spot for sailors, boatbuilders, and the general public. The family atmosphere is exactly what Pete Uccelli had in mind when he set about putting it together 26 years ago.

Peter Uccelli is a soft-spoken man with a blue collar accent. Though short, his body is thick and big in presence. He moves through his restaurant and the grounds of his land with the air of a special uncle or a benevolent godfather. He greets everyone with a meaningful hello. He points proudly to the variety of trees dotting the landscape, all of which he planted himself.

"I love to work with my hands and my equipment," he says. "There's no piece of machinery I've found that I couldn't operate. I just love to plant things and watch them



LATITUDE 38/SIMON

grow."

Next to the parking lot he stops to examining some pots sprouting "jobo" beans. They're supposed to produce good oil, and he has plans to farm them on the Nevada desert where he has a ranch. He's also raising beefalo in Nevada, as well as onions, tomatoes, and potatoes. But all that is a million miles away from the problems confronting him at Pete's Harbor.

Seated in his office next to Al's Marine Chandlery, Pete explained his case. The land was originally deeded in 1868. After eleven property transfers, the state issued a second patent deed in 1930. Pete bought the land in 1955 with the idea of building a marina, and a year later the SLC wrote "the construction of yacht berths and a launching ramp in Smith Slough, 700 feet from its junction with Redwood Creek, as proposed by Mr. Peter Uccelli, Jr., will be on privately owned land."

"They admitted I owned it," says Pete.

The problems started ten years later when he drew up plans for expanding his facilities. Based on a go-ahead from the Army Corps

Who owns the submerged land here?



This reminds you where you're going when you leave Pete's Harbor.

of Engineers, he dredged 70,000 cubic yards of fill, widening the surrounding waterway so he could put more docks in. In March of 1966, the SLC said he needed to obtain a lease to use the property between the low water marks. Two months later they claimed

more: "The submerged lands of Smith Slough below the mean high tide line is sovereign land of the State of California."

"I was negotiating for a \$1.5 million loan at the time," says Pete. "I had to hire engineers to draw up the plans, legal

SAVE

SAVE PETE'S HARBOR

counselors and CPA's to make sure everything was okay. Meanwhile the SLC kept me waiting. I tried to make a deal with them, to give them 100 feet of water on the other side of the slough. After all, I had widened it when I dredged. They thought that was a good idea and went back to talk about it, but then they came back with this business about the high tide line."

Pete lost the loan, but what really popped his cork was another part of the letter the SLC sent. They asked for proof of his U.S. citizenship.

"I came unglued. I called that son-of-a-bitch up and asked him since when did you have to be a citizen to own land in this coun-

try? That's what you call pure harrassment."

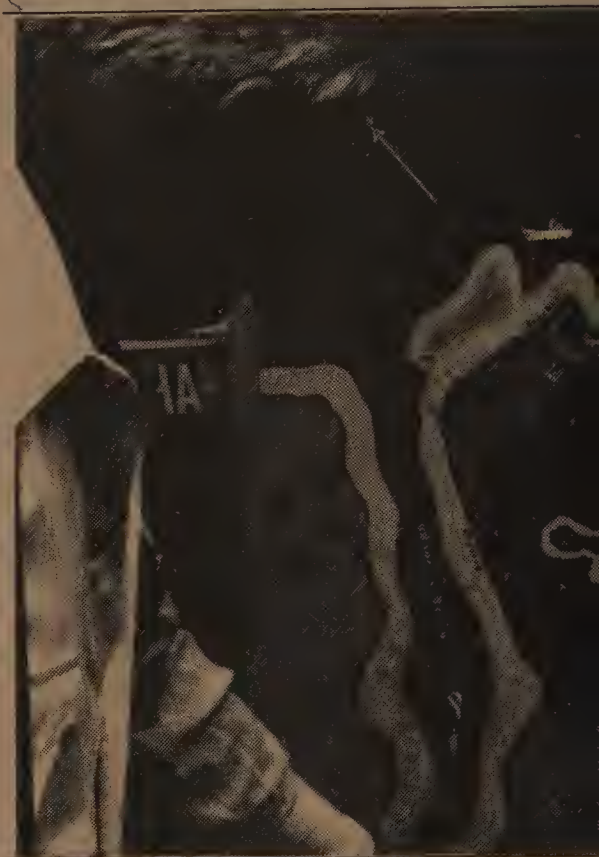
Defeated but undaunted, Pete persevered, adding a little bit at a time over the years. He never realized his dream for the harbor, but he did manage to build up a first rate facility, well-known and liked by boaters all around the bay.

The addition of a family restaurant in the early 70's further increased the popularity of Pete's Harbor. It also created another battlefield. When Pete applied for the permit to build, the Bay Conservation and Development Commission (BCDC) said they'd agree only if he gave up the rights to the waterfront property all around his land. He refused and they came back with a demand that he set aside 5,000 square feet for a public picnic grounds. Pete would still have to maintain the area, pay taxes on it and assume liability for it.

"I told them to stick it," he says. "I paid for that land and if they wanted it they could pay for it, or offer me something in trade."

Pete and the BCDC ended up in court. The judge ruled the state commission had overstepped its authority and Pete retained his restaurant with no strings attached. He does, however, feel the state lawyers are still smarting over their defeat and would like to get back at him.

Another coal in the fire is Pete's proposal to relocate the San Carlos airport, now next to the freeway, to two miles east of Pete's Harbor at the tip of Bair Island. Pete also wanted to see an adjacent public park with fishing, camping, swimming, golf and tennis. Conservation groups such as the Sierra Club and the Peninsula Conservation Center (which Pete feels have ties with the SLC) have raised a stink about the plan, citing the area exists as a sensitive wildlife refuge and a nesting area for several endangered species. They've also argued that the developments, coupled with other proposed housing complexes, would create impossible traffic problems.

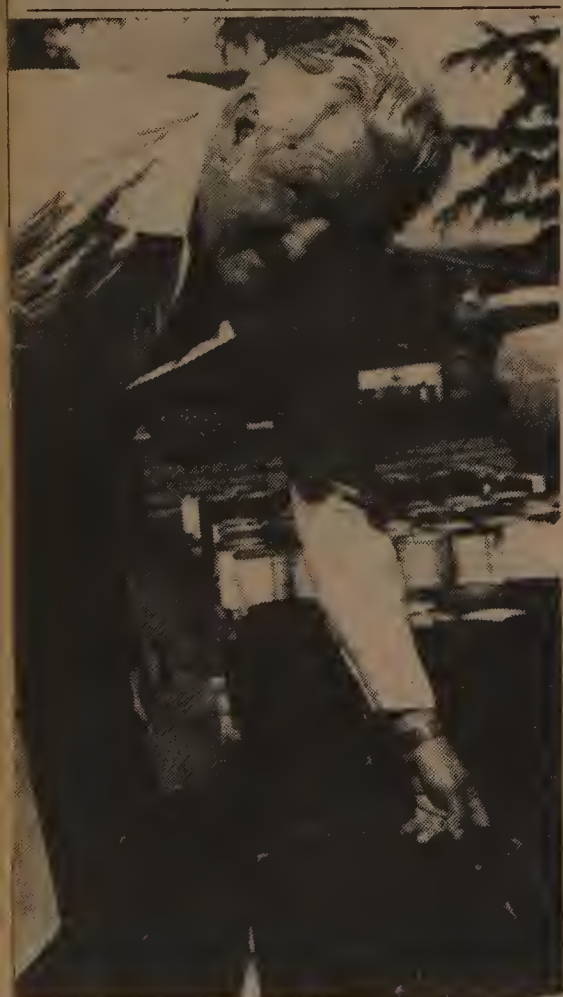


Events have come to a head this year. In March the SLC filed suit against Pete, in which he claims they want to take over all his land. A month later the BCDC issued him a cease and desist order. Pete evicted 36 boat owners from berths on the northern portion of his Smith Slough docks. A hue and cry went up from his patrons and visitors. A grass roots movement to save Pete's Harbor started, complete with newspaper ads, bumper stickers, and write-in campaigns. Pete and his lawyers are preparing their defense while the state collects evidence.

Popular support obviously rests with Pete. His harbor and restaurant are landmarks both in Redwood City and around the bay. Jim Fales, who works in the city manager's offices at Redwood City, says the city has no real connection with the case. Personally, he goes to Pete's regularly and thinks it would be a shame if the harbor had to close, or even if the atmosphere changed at all.

"I think they're making a mountain out of a molehill," he commented. "It's a very

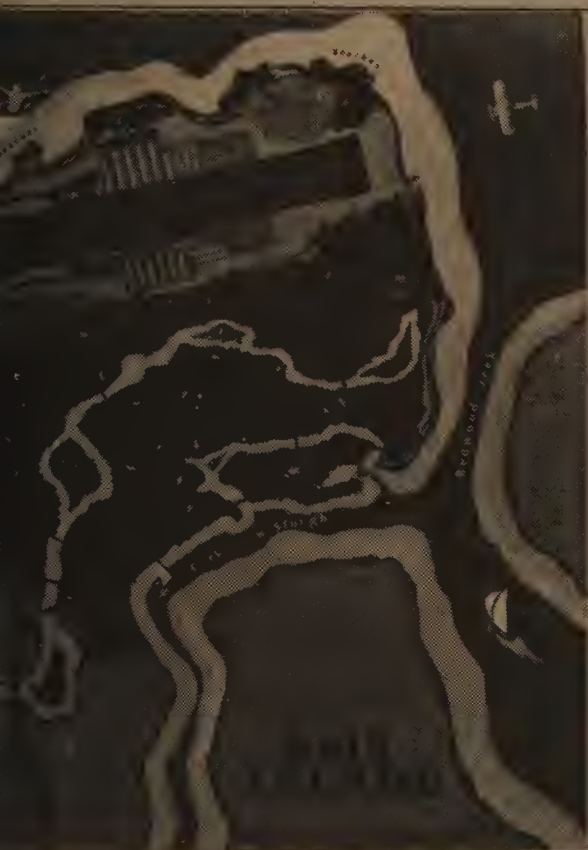
Pete checks his "joko" beans.



LATITUDE 38/SHIMON

popular business providing plenty of public access. Why don't they leave him alone and deal with more serious issues elsewhere?"

Another patron, Les Loeder, echoes the same feelings. Loeder works with the Sea Scouts and notes Pete's generosity to the



Pete's Bair Island plan was never formally proposed, but still made the environmentalists hit the roof.

program, hauling their boats and providing work areas for them, free of charge.

"The boaters have to get together and support the harbor," he says. "We can't let the state take the land."

Playing the heavy in the whole affair is the SLC, and it's easy to cast them in the role of "land grabbers", "insensitive bureaucracy" and any other anti-government phrases you can come up with. But in the interest of being open minded about the whole thing, there are some arguments on their side of the issue.

Both the State assistant deputy controller, John Jervis, and the deputy attorney general, Linus Masouredis, contend they're not interested in seeing Pete's Harbor closed.

"We think he's providing a useful marine service," says Jervis. "We don't want to put him out of business."

The state's major bone of contention is that Pete's using navigable waterways, particularly the section of Smith Slough, for his private use. The state has jurisdiction over all

submerged lands, including tidal areas up to the high water mark. These are held in public trust for purposes of commerce, navigation, fishing, open space and public access. Evidently the letter Pete received in 1966 saying the State owned up to the low water mark was in error.

"Even if an official makes a mistake," notes Masouredis, "it doesn't mean you can strip the land from the State."

Another error occurred in 1924 when Pete's land was classified "swamp and overflowed" when parts of it are really "tide and submerged". The former can be sold to private individuals while the latter cannot. The state has been reclaiming similarly mislabeled territory for years, including the section adjacent to Pete's Harbor. The Leslie Salt Company used to be the owner and Pete leased the area for finger piers. In 1968, Leslie Salt settled with the state and surrendered title to the property. That's the same area where Pete recently evicted the 36 boat owners.

Masouredis also wanted to clear up the issue of asking Pete for proof of citizenship. A 1938 statute requires the SLC to ask for proof of citizenship for anyone wishing to obtain a lease of state land. Unfortunately, Pete took it personally. Masouredis wants to assure everyone that no slight was intended:

ing public land for private use, then other marina operators can point to him and demand the same opportunity. They also point out it's great how Pete has created an area so open to the public, but what if he should sell the property to someone else who wants to build condominiums on it?

"We don't want to rip out his piers or take out the Marina," says Masouredis. "We just want him to recognize the public owns the submerged land and he has to pay for using it."

So the war continues. Pete's supporters rally around him, offering help to stand up to the government's big guns. Some warn that this is just the first step in a massive land grab campaign by the state; the owners of private waterfront property in the San Joaquin/Sacramento Delta region are next on the list. Redwood City Assemblyman Robert Naylor tried unsuccessfully to get a bill through the state legislature that would've rescued Pete's Harbor. Boaters, picnickers and diners continue to flow through his front gate, but there is almost a siege atmosphere. Like early settlers, they've drawn up the wagons waiting for the attack.

Pete's spirit, though, remains unbroken. Never one to go for the easy life — "The thought of playing golf and tennis all day strikes me as boring," he says — he manages to get away to his Nevada ranch 3 or 4 days a month. He flies himself up and tends to his

Question Man

Are Eligible Men Scarce In San Francisco?

By Conti

Paula Gordon, executive secretary, Excelsior District:

The odds are against you between the gays and the number of women. I go down to the Peninsula to meet guys. Pete's Harbor in Redwood City is a wonderful place.

So why is the State pursuing the case when it's obviously created such bad press for them? Again, both Masouredis and Jervis agree the importance lies with the precedence. Under the law, all navigable waterways belong to the public. If Pete gets by us-

crops and his herd of beefalo. He keeps his hands busy creating new life while the battle rages on around him.

— latitude 38 suc

AUSSIE 18 OPEN WORLDS



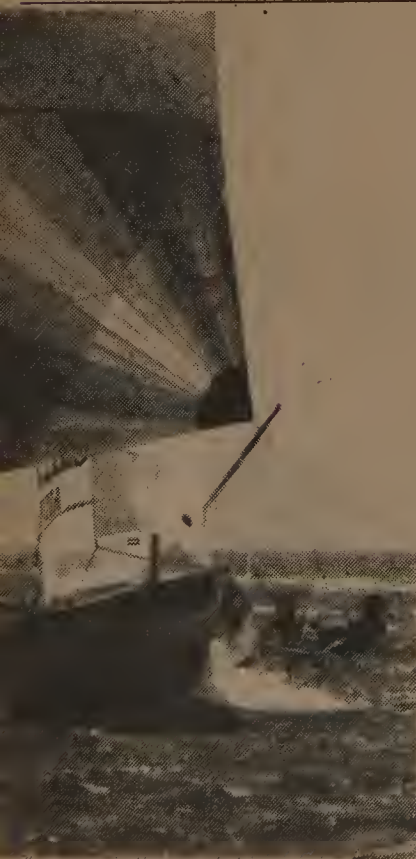
"It's like going downhill on a bicycle and your chain breaks — there's no way to stop!!" This is how Jeff Madrigali, skipper of *Boat Transit Inc.*, describes Aussie 18 sailing on the bay. The super-ultralight overcanvassed 18's are to a Cal 20 like a Saturn rocket is to a kitchen match.

The Aussies and 7 of their 18s are back on the bay again for the second straight year to do battle with the black ones (big gusts) and the bay chop. On Tuesday's

practice race the skiff sailors were given a taste of what lay in store for them during the 10-day Open Worlds on the bay. The Coors boat skippered by local Vito Bialla had the jib cleats break, leaving crewman Mike Turner holding the sheet, so to speak. Turner wrapped the sheet around his waist hoping to save his fingers. While heading for the buoy at Crissy Field, a black one pulled the jib sheet out from under Turner, sending him ass-over-tea-kettle into the water.

It takes a while to stop a speeding skiff, claimed to be the world's fastest monohulls, and Turner was left with a good 200-yard swim. Exhausted, but out on the wire again, Turner and the Coors boat headed for the next buoy. But before they reached the mark, helmsman Bialla buried the bow into a wave. Here's what Turner remembers: "I hit the forestay with Trevor Baylis, Vito and the boat on top of me — lots of crunch sounds!" Marin General Hospital diagnosed that Turner

had sustained a fractured wrist and some bruises to the pelvic area. Zack Berkowitz was called in to replace Turner, who hoped to be racing again before



ALL PHOTOS BY LATITUDE 38/WRISLEY



the conclusion of the series.

Iain Murray, skipper of the reigning world champion *Color 7*, and several other luminaries did not show up for the



practice race on Tuesday. Rumor has it that Iain went to Disneyland, but crewmember Andrew Buckland says "he might of, but you'll never discover the truth." Cagey, these folks from where the bathtub drains counter-clockwise.

Buckland manages



the Lysaght Colorbond skiff that has Pakhtun Shah at the helm, and

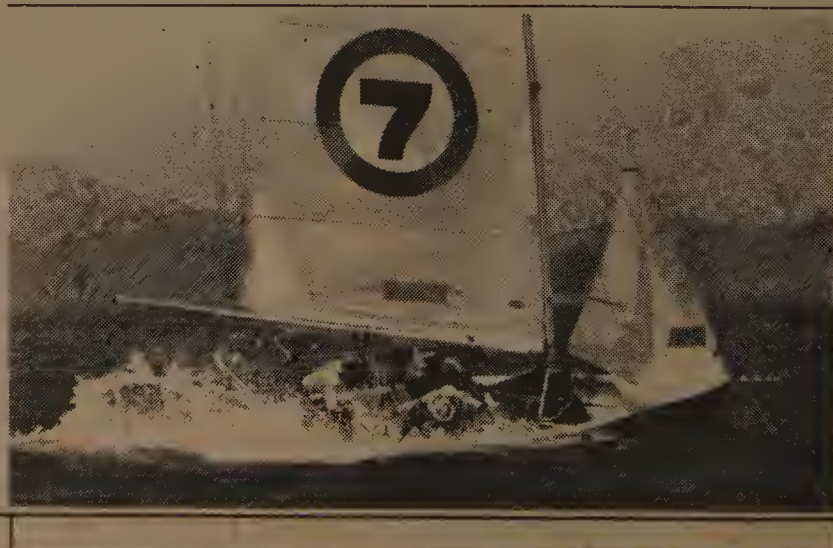


went out with Pakhtun on the practice race. Once in Sydney Pakhtun got a chance to skipper *Color 7* with Buckland crewing for him, "... all we had to do was set the kite and jibe right home, but when I sent the nose

right into the sea, it was all over." On the way out of the harbor for the practice race, Buckland ribbed Pakhtun "have you learned anything?" Pakhtun answered "Yes, Mr. Buckland, I will look after you, you'll not take a swim!" And so it was.

The first race on Wednesday was a typical 25-mile wild dash around the bay with powerboats futilely giving chase. *Color 7*, which won every race of this year's Worlds, in Australia, was in the lead until they flipped to

THE CHAMPS TAKE A DIVE ON A JIBE



AUSSIE 18 OPEN WORLDS



weather rounding a reaching mark off the St. Francis YC. Bialla, in the Coors boat, saw Murray's bad luck and decided to tack around the mark instead of negotiating a risky jibe. But there's no room for conservatism in skiff sail-

ing. Peter Sorenson in *Fila* jibed around the mark, leaving Coors in the dust and the crew of *Color 7* standing on their centerboard, struggling to right their boat.

Once again underway, *Color 7* showed the mettle that have made them skiff champs for years by regaining the lead until calamity struck again: No course sheet! Murray rounded the weather mark and started for the finish line as *Fila* and the other boats headed back towards the City Front. *Color 7* realized their error and took off on a long catch-up beat to get back in the hunt. After all this, they finished only seconds behind the winner, *Fila*.

How could the world champs pull such a boner?

"We got to the end of the marina," said Buckland, "and asked 'where's the course sheet? Oh, it's not here, too late!' Sad thing!"

Back on shore, *Fila*'s skipper Sorenson walked up to Andrew and said: "Thanks for the birthday present."

"Right, old mate. Is it

your birthday?"

"No, but you might have thought it was from the good thing you did for me."

Everyone knows the Aussies are famous for their beer, which runs about 12% alcohol by volume. That's a might more than the Colorado Cool-Aid that event sponsor Coors was so generously serving. How did the boys from Down Under like it?

"This stuff is light,

sundown drinkin' it and don't feel a thing!"

Naim Shah, crew on *Boat Transit Inc.* and brother of Pahktun, explained Murray's tremendous success lies in the fact that the same crew has been together for four years. None of the other crews have been together for more than two. Coordination and cooperation are essential in 18 racing. Murray and *Color 7* consistently gaining



mate," said Buckland. "We sit out on the deck (at the S.F.Y.C.) till

ground while setting the kite and jibing around the mark.





Another difficult but important technique to master is riding the 'racks'. Last year they projected 3-ft. over the gunwales; this year they're out 5-ft. Used properly they are a big help, but catch the rack in a wave and you're really slowed down. "Boat speed is important," explains Naim, "because everytime you tack you lose ten boat

lengths."

Naim also shed some light on the gamier side of 18 racing in Sydney, Australia, where a great deal of money can change hands with the outcome of the race. "The bookies would come up to us (the crew)," he recalled of his days with the *Color 7* team, "and buy us drinks. I remember a stack of \$20 bills on the

bar, but I don't remember who picked them up! I do remember them coming out of the hand of the bookie, though."

"The bookies are the most knowledgeable people in the sport," added brother Pahktun. "They know what Murray ate for breakfast, what rig he will use, who has to win and who doesn't — they know every skipper."

Riding such complicated yet delicate machines the skiff sailors always have fear of injury in the back of their mind. Naim recollects one time he fell halfway out of the boat. His head was dragging in

the water at 15 knots (about half throttle on one of these rockets). His crew mates couldn't slow the boat down and Naim started thinking to himself: "Geeezzzee Zusssss, I have to get some air soon or I'm going to drown!"

As this article goes to print the series has just begun, which gives the entrants a few more days to rip their bodies and boats — and us an excuse to give you a second look at these speed skiffs from down under in next month's issue of *Latitude 38*. We hope you set aside a day to enjoy the spectacle in person.

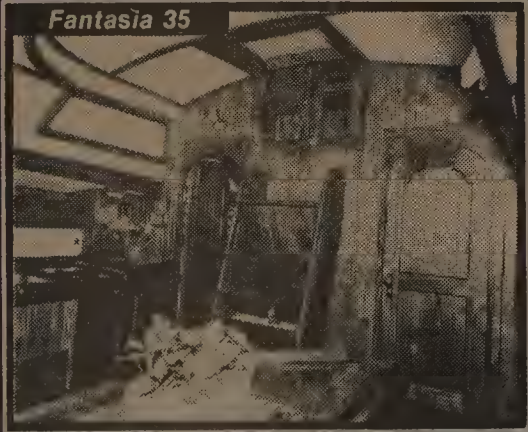
— **latitude 38**

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I was reminded of this problem when I accompanied some friends on a short cruise a couple of weeks ago.

We approached our favorite undiscovered cove under power with the owner steering and his wife on the bow ready to lower the anchor. The wind had a bit more north in it than usual so we had to get in close under the shore for protection. Our "undiscovered" cove had been discovered since the last time we were there, and about a dozen boats were clustered around the most protected spot. We motored through the fleet into a position that looked like it would give us just ample swing room.

"Lower it here!" shouted the helmsman.

We still had some forward momentum, but not enough to cause any great problem.

"Is it on the bottom?" he asked, after a few seconds.

"Still streaming aft," answered his wife from the bow.

We added a generous burst of reverse thrust.

"Snub it off!" he shouted.

"But we're right over the anchor," she protested.

"What?"

The helmsman couldn't hear a word over the noise of the engine.

"Snub it off right now!"

Our stern was swinging considerably to port under the influence of the reverse-turning prop. The tiller went hard-over to port just as the anchor line was secured to the bow cleat, but it had little effect. Then we felt a few short tugs, but the scope was much too short and the hook was obviously dragging.

"Let out some more line," said the skipper as he brought back the throttle and shifted to neutral.

As soon as the anchor line was again free

to run we gave it some more reverse. This caused the stern to swing further to port, and then as we gathered sternway the rudder began to take hold and we straightened out, although still at a considerable angle to our original heading. With another 100 feet out we cleated it off again, this time feeling a good solid tug as the anchor brought us to a stop. But the elasticity of the long nylon rode sent us bouncing forward and the line went slack again.

"Steer to port!" directed the woman on the bow, seeing the slack line being dragged under the starboard bow.

"Helm's to port," answered the man at the tiller.

"No, I said *steer* to port — we're running over the anchor line."

"Speak up — I can't hear you with the damn engine running!"

"Well then watch what you're doing! You're getting the anchor line wrapped around the keel again!"

My two friends glared at each other from opposite ends of their boat.

The situation continued to deteriorate, and by the time we finally came to rest (uncomfortably close to a large motorsailer) our display of "anchorbatics" had greatly amused, if not dazzled, the local spectator fleet. But aboard our boat the whole anchoring ordeal had left a very unpleasant atmosphere, and it seemed likely that the boat was on the verge of becoming the scene of a major domestic confrontation. It was an excellent time to inflate the dinghy and go out for a row.

bay area
sailors are
spoiled when it
comes to
anchoring . . .

I was jumping up and down on the foot pump when I noticed a boat tacking up through the anchorage. I recognized it as one of a popular class of lightweight 27-footers, and it was evidently being sailed singlehanded. After it had threaded its way through the entire fleet of anchored boats it reached off away from shore, tacked, and lowered its main as it came reaching back in. The boat bore off to a run when it entered the windward end of the anchorage area, and proceeded downwind at about 2 knots in the light breeze close to the beach. Then I saw a small anchor splash over the stern, and after about four boat lengths she came to a sudden dead stop as the anchor set itself solidly in the bottom. The skipper casually walked forward to douse the jib, and then got to work furling the main. I was duly impressed by how easy and routine it appeared for him to anchor with such precision under sail.

Finally the dinghy was ready to go. I was grateful to be able to temporarily remove myself from the tense situation on board.

"These inflatables row a lot better than they used to," I thought to myself as I pulled clear. But I felt a sharp pain of nostalgia for the days when I went cruising with a rigid sailing dinghy in tow.

After circumnavigating our little cove, I swung by the 27-footer that I had watched anchor. Its sails were furled, halyards tied off to the foreguy for the night, and the rode had been brought forward so that now it swung by the bow. The skipper was sitting in the cockpit leaning back against the cabin bulkhead, sipping a hot drink and reading a magazine.

"Evening," I said as I crossed under his stern. "Nice job of anchoring."

"Thanks," he answered. "I always anchor off the stern under sail like that. Can't understand why everybody doesn't do it."

"Here for the night?" I asked.

"Yep."

"I'll be interested to see how you sail out in the morning," I said.

"Same way I came in," he said. "I just bring the rode back aft again so I'm stern to, then raise the jib, and shorten up 'til the hook's just short of being pulled clear. Then I sheet in and sail off downwind, towing the anchor astern for as long as it takes to wash the mud off . . ."

"Sounds pretty simple," I said.

"It is — you can put the hook right where you want it every time, and set it good in the

right direction. In strong wind I do it under bare poles, and in light air I leave the main up."

I took a few strokes with my oars to keep the dinghy alongside.

"You wouldn't believe some of the damn fools I see trying to anchor in here," he continued. "They make such a production out of it! Which boat are you off of?"

"I'm a guest on the 36-footer over by that motorsailer," I answered, pointing to our boat (we really were "much too close to the motorsailer). "I don't think you saw us come in, but we put on quite a performance. I think we had our anchor line wrapped around our keel 3 times!"

"Hell," he said, "I've seen some of those turkeys tie it in a clove hitch. Come aboard for a drink!"

I accepted his invitation, and tied up the dinghy. "By the way," I asked, accepting the drink he handed to me, "do you carry a motor at all?"

"Nope — no motor, no head. A motor gets you into trouble at least as often as it gets you out. And a head on a boat this small would turn the whole cabin into a bathroom."

"I'm doing the San Diego race in a boat very much like this one," I explained, "and I wish the MORA rules didn't require that we carry an engine. I'd feel a lot safer without all that gasoline in the cabin."

"Yeah, they're crazy to make you carry explosives aboard."

I nodded in agreement as I sipped my drink.

"I raced to San Diego a couple of years ago," he said. "My advice is to stay way offshore where there's lots of wind. And make sure you've got the medical problems taken care of."

"Oh, we'll be okay in that respect," I assured him. "We put together a crew that doesn't get seasick, and we have a really good first aid kit."

"But have you considered the number two medical problem in ocean racing?" he asked.

I tried to imagine what he could be referring to. Sunburn? Appendicitis? Stiff neck? from staring up at the spinnaker? It was the "number two" that gave it away.

"Of course," I said. "Constipation!"

"Right! After seasickness, it's the most common disease you'll find out there."

"Is it really that much of a problem?" I asked.

"Sure is," he stated. "First off, even if

you're just a little queazy the first day out, you're not going to eat very much. That throws your system out of balance right away. Then there's the overall muscle tension caused by trying to keep your balance on a tiny boat bouncing around in the ocean, combined with the zero privacy and the total lack of lower body exercise. There's a big psychological factor. With most marine heads, you know that on the second day out a good healthy crap will probably jam the thing. And nobody wants to be the one who has to perform a craniotomy (opening the head for repair) during an ocean race. So you put off the inevitable, and after a few days the whole crew is feeling awfully low."

"What's the answer — stewed prunes for breakfast?"

"Prunes work for some people," he said, "but I've developed, over the years, a mixture of whole-grain cereals that's effective on everybody. The real beauty of it is that it works well even after the problem has reach the advanced stage."

"Will you give me the formula, or is it top secret?"

"No trouble at all," he said as he handed me a pad of paper and a pencil that he pulled out of the navigation and chart rack.

"I start with 3 pounds of a good multi-grain breakfast cereal, the kind that you cook in hot water and serve mushy and hot. The one I like has oats, wheat, barley, rye, and triticale. It also has chopped dates, raisins, and almond slices in it. Most health food stores sell it in bulk. Then I add a half pound of millet, 6 ounces of toasted wheat germ (the kind that comes in a vacuum jar is the

only one that's never rancid) and four ounces of hulled sesame seeds. I also add about half pound each of cashew pieces, raisins, and chopped dates to sweeten it up a little for people who aren't used to having this sort of mush for breakfast.

"The wheat germ and millet," he continued, "are very important. Personally, I respond very well to wheat germ, and I hear that a lot of people consider millet to be the key ingredient. The sesame seeds are in there to make it a more complete protein — you know, missing amino acids or something. Get the kind that's mechanically instead of chemically hulled if you can find it."

"To cook it, boil one and one-thirds cups of water, then mix in 3/4 cup of cereal and turn off the heat, and let it sit for five minutes. Results are absolutely guaranteed."

I had just gotten all this down on paper when the quiet of the anchorage was broken by the unmistakable sound of the engine on my friends' boat starting up. Sure enough, they had drifted too close to that motorsailer and had to re-anchor.

"Thanks for the advice — and the drink," I said as I untied the dinghy painter and hopped in.

"Good luck on the race, and stay loose!"

Round two of our anchoring contest went much better, my friends having worked out some sort of truce (she was steering and he was on the bow this time). And that night I slept secure in the knowledge that we were properly anchored, and also that I would always be free from the clutches of the ocean racer's "number two" enemy.

— max ebb

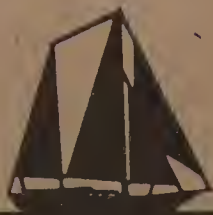
The number two
medical problem
in ocean racing
... sunburn? ...
appendicitis? ...
stiff neck? ...

Offshore Breakfast Cereal (approx. 20 servings)

3 lbs.	Multi-grain hot cereal
1/2 lb.	Millet
6 oz.	Toasted wheat germ
4 oz.	Hulled sesame seeds
1/2 lb.	Cashew pieces
1/2 lb.	Raisins
1/2 lb.	Chopped dates

Mix all ingredients, add to boiling water, simmer for five minutes.

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CHEATING DEATH

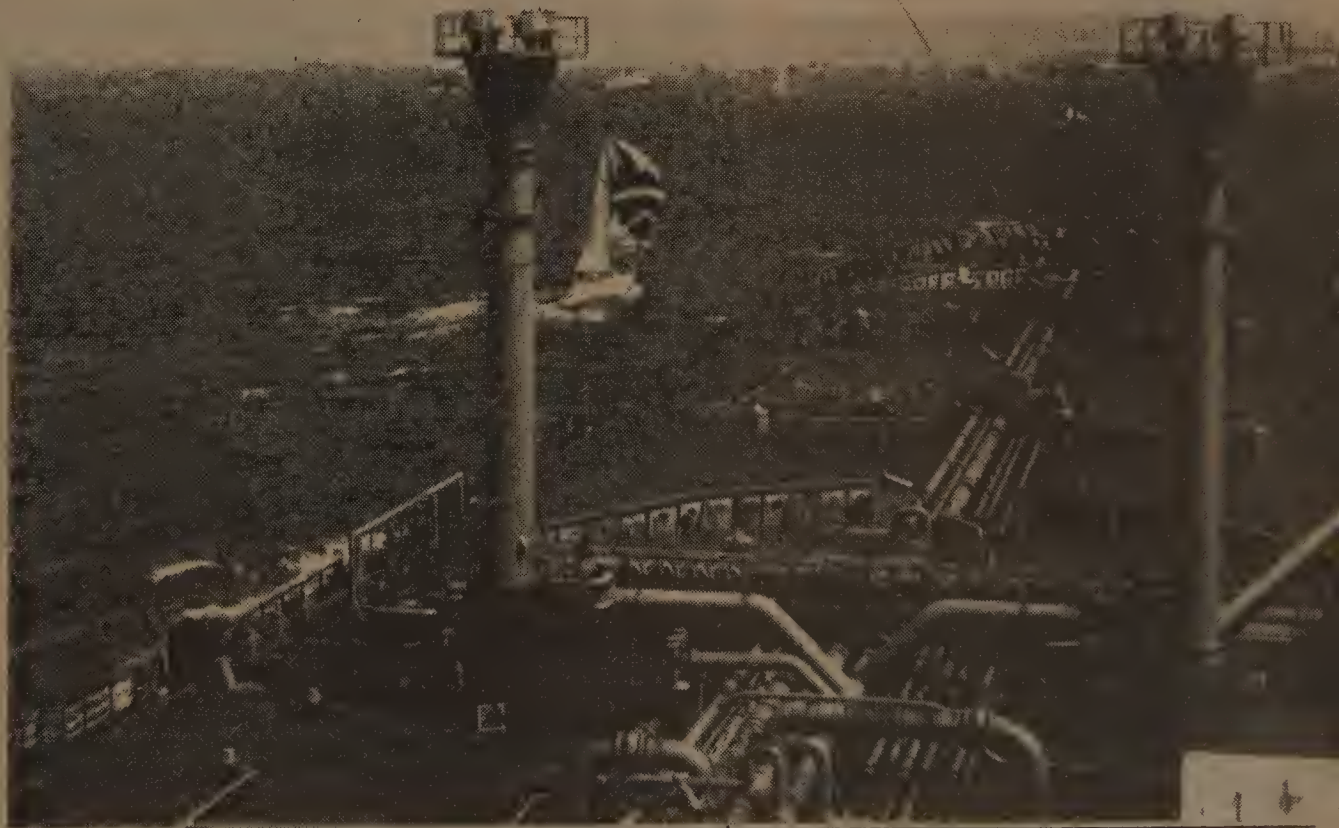
ALL PHOTOS BY
STEPHEN FUCILLO

The folks at the Coast Guard are getting a little whizzed off at the recklessness of yachties in the Oakland Estuary, an area which they describe as "one of the most accident-prone boating regions in the bay area."

The C.G.'s cite one cardinal rule they urge never to be violated in the Estuary: "never cut across the path of a large deep-draft ship." Their reasoning is impressive; "Many of the ships are so large they may not be able

sailboats with auxiliary power motor out of the Estuary. Personally we think that's going a little too far, as tacking up the Estuary has always been a gas, but a lot of you folks could be a little more reasonable with how close you like to cut it.

Now obviously the photos on the next two pages weren't taken in the Oakland Estuary. They were shot from the deck of the American Sun a little west of Alcatraz. Nevertheless, they'll still give you an idea what make



The tanker **American Sun** fails to understand the course or intention of the sailing vessel and **immediately** sounds several short rapid blasts on the steam whistle. After the blasts the tanker stops engines and puts the rudder hard right to avoid collision!!!!

to see a small pleasure craft if it is directly in front of them. Remember, these big ships cannot slow down and stop at will and their maneuverability is severely limited."

What type of boats give deep draft ships the biggest problems? "Tacking sailboats." In fact, the CG's "strongly recommend" that all

captains and pilots hearts want to jump out of their chests — we'll let Stephen Fuccillo, who took the photo's, take over here:

First off I'd like to say I'm not the kind of person that likes to bitch or complain . . . However I'm not going to sit back and be

CHEATING



Here the ship's engines are stopped, rudder hard right. The sailing vessel continues to steer for the tanker's bow.



apathetic any longer about a problem that is extremely serious and dangerous here on San Francisco bay. This is a problem everyone should know and hear about!

If the photos don't explain the problem then something is wrong with you . . . I don't know what to call it . . . but it happens each and every day, time and time again. Why? Does anyone ever stop and ask themselves if this kind of nonsense is necessary? Do we realize the serious consequences that just may occur? How does loss of life sound, pollution or grounding?

San Francisco bay has a splendid reputation . . . let us all who read *Latitude 38* try and keep it that way. Let's not think of it as a place that large tankers run down yachtsmen.

The hot dog sailors in this Peterson Islander were very lucky . . . they just happened to broach at the right time, maybe the next time the sailors won't be so lucky.

Just one last word . . . if we all stop for five minutes and review C.G.-169, The Navigation Rules, this problem shouldn't happen. The rules make it perfectly clear!

ART 20: When a steam vessel and a sailing vessel are proceeding in such directions as to involve a risk of collision, the steam vessel shall keep out of the way of the sailing vessel. This rule shall not give the sailing vessel the right to hamper, in a narrow channel, the safe passage of a steam vessel which can navigate only inside that channel.

ART 25: In narrow channels every steam

vessel shall, when it is safe and practical, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

In narrow channels a steam vessel of less than 65-ft. in length shall not hamper the safe passage of a vessel which can navigate only inside that channel.

If you are wondering what a steam vessel is the definition is:

In the following rules every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every

vessel under steam, whether under sail or not, is to be considered a steam vessel.

The word "steam vessel" shall include any propelled by machinery.

Confused? Maybe the penalty for violations by a vessel will clear it up.

Every vessel which is navigated in violation of the provisions of this act or the regulations established pursuant hereto shall be liable to a penalty of \$500.00, one-half to go to the informer, for which sum such vessel may be seized and proceeded against by action in any district court of the United

DEATH



The captain calls for FULL ASTERN EMERGENCY!!! You never like to do this on a large tanker for fear of blowing out steam lines in the engine room, which could badly burn, hurt, or even kill someone. The ship begins to lose steerage and the tide starts to make it impossible to keep the ship lined up in the narrow channel.

Obviously, "being out of control" isn't an excuse, it's simply an explanation. And you can imagine how much explaining would have been necessary had they been ground up. It kinda makes you wonder what the conclusion of the Coast Guard investigation would have been. Suicide would probably be the most accurate, wouldn't you agree?

— latitude 38

The sailing vessel broaches to port, totally out of control. The captain orders engines ahead and proceeds dead slow to Blossom Rock. All onboard both vessels are okay. What luck!!!!

States having jurisdiction of the offense.

Stephen Fuccillo
Mate S.S. American Sun

Stephen wants to know why things like this happen. In this case we can tell him because we happen to know the boat, skipper and crew involved — all of whom begged pitifully not to be identified in print.

The way they tell it, the wind was blowing at about 35 knots, and they were doing 12's and 14's down the bay. They saw the freighter, but were surprised at how fast it caught up with them, both because of its speed and the flood tide.

Not wanting to get anywhere this close, they were simply out of control. Attempts at jibing the spinnaker — desperate attempts we might add — were futile when the guy wouldn't come out of the pole.

Things look pretty precarious in photo 3, but they actually got a lot worse. Just after this photo was snapped they broached to starboard, going even farther under the bow of the freighter. Only ten feet or so from contact, the freighter's bow wave pushed them away and Providence intervened to keep their mast from tangling in the freighter's anchor. If they'd been "scared shitless" before, they were petrified now.



JOSH PRYOR

The centerpiece of the boat, however, was the Coast Guard certification document, framed and hung in the main cabin. That's where our conversation started.

I knew I wanted to build a chine boat out of steel, so I just kept going until I got one I liked. This one came out really good. There

The Coast Guard has a book of laws and regs for what they call "T" vessels. While I was designing the boat I checked out that book real carefully. I didn't want to build it

are basically just two 4-ft. wide strips running the entire length of the hull. I cut the cardboard out, cut the angle on the bow and stern a little and bent it. I braced it out and got a good curve and then glued it down. I took another piece and traced it out for the bottom, cut it out and glued it on. Then I did the keel. The boat is exactly this shape. I took the measurements right off the cardboard and started building. I figured you could bend the steel just like the cardboard.

38: How much does the boat weigh?

JP: I don't know exactly. I think it's about 26 tons. For it's size it's not that heavy, you know, it's moderate.

38: Are you from around here?

JP: I've been up in the bay area since the 1960's. I've been sailing my whole life, though. I started racing dinghies and have done some ocean racing — you know, Bermuda Race, TransAtlantic, Mackinac races, stuff like that.

38: So this is the fulfillment of a dream?

JP: Yeah, I bought a boat in Panama, an old Casey yawl, like an Alden, built by a famous old yard in Massachussetts. It was a wreck and I fixed it up and spent 5 years in the Caribbean doing some charters. I learned a lot about boats repairing that one — put a new engine in, replanked it, put in a new mast.

38: Did you have to go through the Coast Guard approval?

JP: No, that was Panamanian registered. It was totally outlaw! Ho, ho, ho, ho — I brought her back here and sold her in L.A.

38: What was the name?

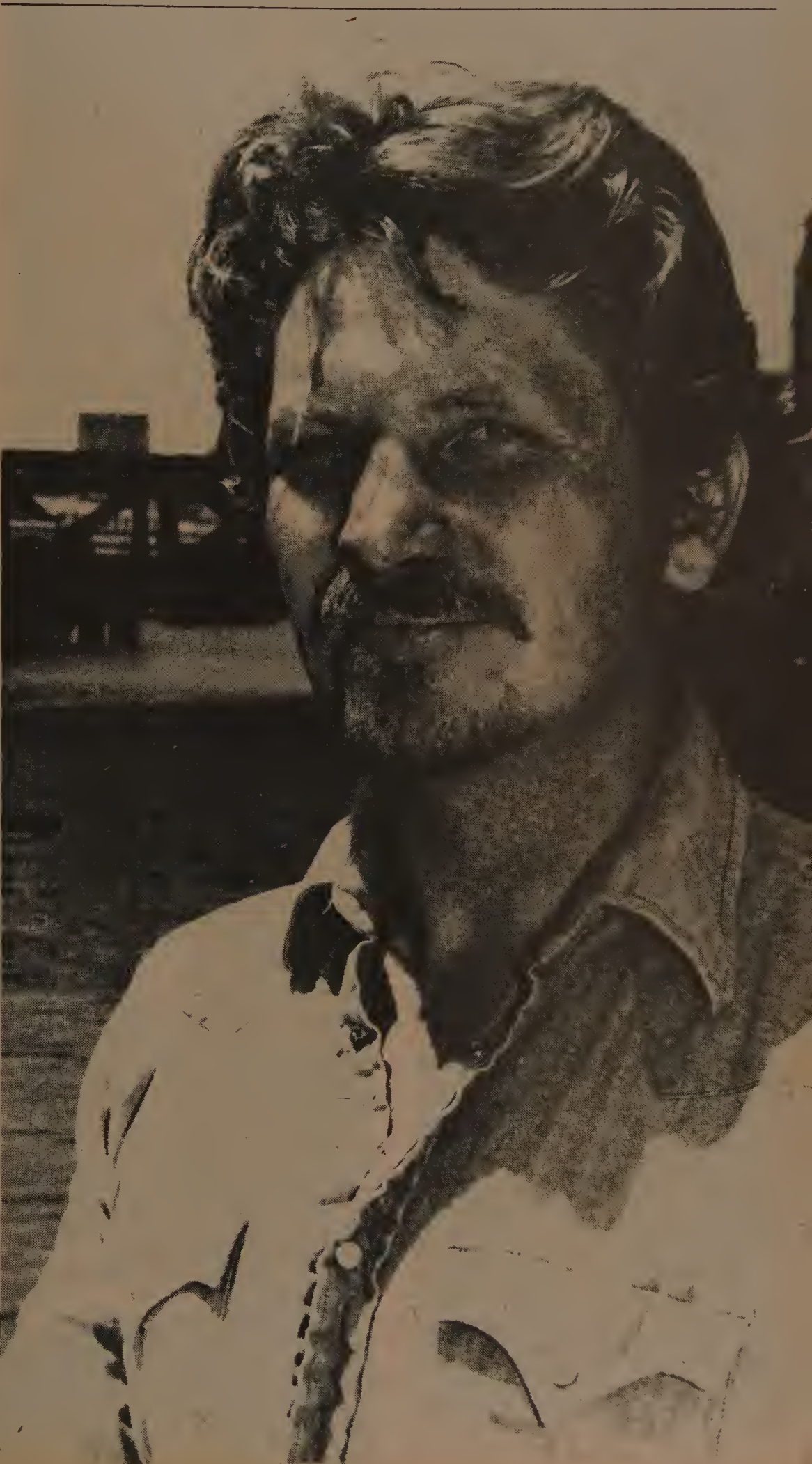
JP: *Ruby* . . . that was the first *Ruby*. So I sold that and put the money in the bank. I got a job and started thinking about building this one. Little by little, I got my drawings together and worked on these models and stuff.

After I got a model I liked I shopped around for a place to build and found this guy up in Cotati. He had just built a fishing boat that turned out really nice, a heavy duty steel fish boat. He was a good welder and everything and I asked him if he'd like to make a sailboat. He said "Sure, why not?"

38: What was his name?

JP: Don Millerick. He started working on it in his barn and I'd come up and help him and show him where I wanted stuff. It took him less than a year to weld the whole hull together.

It's really simple to build. All you have to do is get four-foot wide sheets of steel, weld



LATITUDE 38/SHIMON



Above: All welded up.

This motor pushes the boat at 9½ knots and it's rated at 65 horsepower. She burns 2 gallons an hour and I've got a range of 4,000 miles. After 4 or 5 years of cruising you know what you want. I wanted an engine I could walk around, get underneath it, so I didn't have to crawl on my belly to change the oil. I put the engine right in the choicest spot.

38: What's the plan with the chartering?

JP: Well, as soon as I get the boat finished up, get the interior plushed out, I want to

JOSH PRYOR

Below: Ruby at 8½ knots.

them together 65-feet long, cut the ends off and then bend the thing together. For the chine we took a piece of 19" diameter pipe; we cut a pie shape out and welded it in to make a soft chine. I sand-blasted the hull and coated it with this aluminum hot spray so I wouldn't have any corrosion problems. I shouldn't have any for a long time.

We launched her in the Petaluma River and towed it down here to the China Basin in July of 1978. So we actually started construction in '77, launched it in '78 and had it motoring around in 1979. In '80 I had it rigged.

I bought a used set of sails from a brokerage outfit back east, Bacon and Associates. The main was off *Andiamo*, one of their old Ratseys. It fit and that gave me the idea about the size. Now I've got a set of Pineapple sails I'm real happy with.

38: Did you want it double ended for any particular reason?

JP: Yeah. When I was in Columbia . . . I spent quite a bit of time there . . . I noticed the local coastal freighters there. "Canoas" they call them. They're schooner rigged but they're double ended canoes. They get up to 65 or 70 feet. I saw a couple of those out at sea and marvelled at the way they were moving. I really liked the shape and it just seemed to fit with the steel. It's simple and I figured why cut the stern off? I don't have any ratings to deal with. When the boat's underway I've got a working waterline length of 58 to 59 feet, so the hull is really easily driven.



do regular trips out of China Basin. Besides day charters, I'd like to do a lunch trip on weekdays, an hour and a half around Alcatraz and back. Also a happy-hour Sausalito cocktail cruise or something like that. At 5 p.m. you could go across the bay and come back — I could take commuters. Just keep the boat operating on a regular basis.

38: What's your target date for that?

JP: I figure I should have all the cabinetry and stuff done by the end of summer. Then I can start finagling insurance policies, get a beer and wine license, all that kind of stuff.



Ruby's aft cabin, with the final cardboard model.

38: Do you do the cabinetry yourself?

JP: Yeah, I've done just about all of it except for the hull. I have some buddies who helped me paint and stuff like that. I just can't afford to pay any really good carpenters, it's too expensive. To save the dough I've worked on it myself.

Plus I've been working jobs. I drove a taxi cab at night for a couple of years. That was cool 'cause I got to check out where the money goes when people come to town and what they want to do. I always asked them if they'd like to go sailing. One really good thing to hook into would be the Japanese tourists, to have a vanload of them come down and take them out for a spin.

38: Why aren't there more charters on the bay?

JP: There are some, but they're limited to 6 people cause they don't have the Coast Guard approval. The *Quisette* takes charters but doesn't go over 6 people. See, I can do weddings, funerals, all kinds of things.

38: What would it cost to go for a cruise?

JP: I haven't got any fixed rates yet, but I want to keep it around \$20 per person per day and maybe \$10 for the lunch cruises.

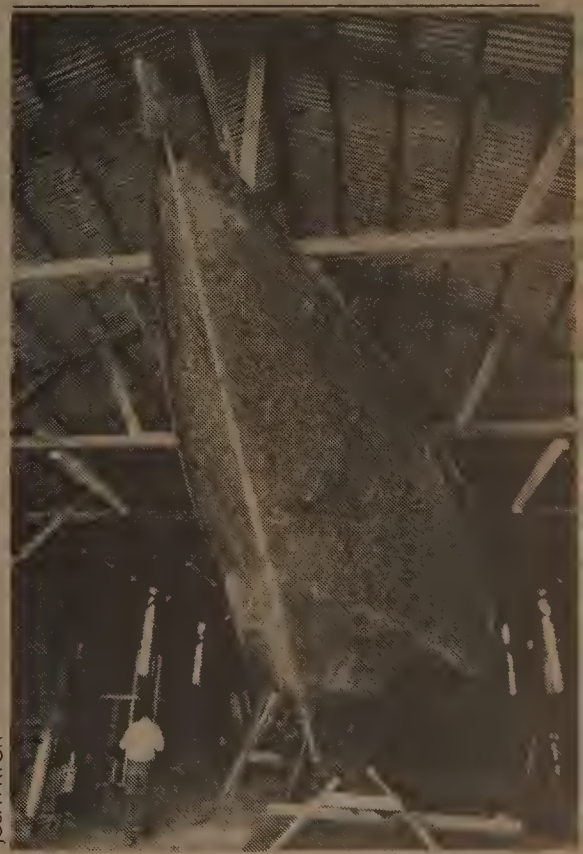
38: Would you have lunch onboard?

JP: No, it would be a b-y-o — bring-your-own. If they want the boat for a specific date, they make a reservation two weeks in advance. I'll save the date for them plus arrange for catering. I've also had groups of kids out.

38: How did you do on the doublehanded Farallones race?

JP: The boat surprisingly enough rates 180 PHRF, so I'm right in there with the 25 to 30 footers. I hoped if it blew hard I'd get out there and back in real good shape; unfortunately we ran out of wind past Pt. Bonita. I didn't finish until 11:00 p.m., but I was smokin' out the Gate, you know, ho, ho, ho, ho, ho! Next year if it blows like it's sup-

Pointy end up.



posed to, I'll do good.

It's great to have that rating cause I can actually sail in races. It's not too bad as long as it's windy, ho, ho, ha, ho. This thing likes it rough and with a lot of wind it goes, kind of like a submarine, but it moves, especially upwind.

38: Tell us some more about getting the CG regs.

JP: There aren't many things they'll let you get by on, like the liferails. The original rails were 32" high, welded steel with a nice wood cap on it. The inspecting officer said "No way." He's the bottom line as far as giv-

ing the final okay. So now I've got 42" rails all the way around. But it's great. The boat is totally drunk proofed! Ho, ho, ho, ha, ho!!

38: Drunk proofed?

JP: Yeah. That's the way I like to consider it. I was really careful to make all the edges round. All the companion ways are



LATITUDE 38

DOES YOUR BOAT QUALIFY?

Just in case any of you thought it might be fun to turn your Intergalactic 35 into a working sailboat, we thought we'd give you a peek at some of the red tape you have to go through to get Coast Guard approval. These are some of the requirements (the book is 100 pages of small type):

- ✓ The boat has to be built in the U.S.
- ✓ Before the first inspection you have to submit the following detailed drawings for approval: midship sections, outboard and inboard profile, arrangement of decks, machinery and electrical installations, fuel tanks, piping systems, hull penetrations

and shell connections. For the electrical installations you need to list the length of every wire as well as its gauge, UL listing and Coast Guard number.

- ✓ A watertight collision bulkhead in the forward part of the vessel to prevent water from flowing aft if you hit something in the bow.
- ✓ 42" high railings all around the deck.
- ✓ Emergency fuel shut off valve on deck.
- ✓ For inshore sailing, a life raft capable of holding up to one-third of carrying capacity. For offshore, it must be able to hold up to half your passenger load.

- ✓ Mae West lifejackets, each with water activated lights.
- ✓ Fuel vent pipes made of steel.
- ✓ Metal lined paint lockers.
- ✓ FCC inspected and approved radio system.

And don't just count on one inspection. Josh had to have his boat inspected 12 times, and even had to haul it out once just to have them approve the thru hull fittings.

We say them, because as many as nine different inspectors came down to the boat, each of them a specialist in a particular area of regulations.

DENNIS MEYER

big enough. No obvious places where you can ding your head . . . no sharp edges on anything.

I remember when I chartered my old boat to these four skin divers off San Andreas Island in Columbia. They showed up with all their gear and a case of Seagram 7. They all got rip-roaring drunk the first night and tore my life rails off!! Ho, ho, ho, ho. They just destroyed the boat, so I figured on this one, man, I'd make it like the back seat of a cab . . . you just go down and hose it out after they're gone.

I've had some totally insane parties of my own on here, and I've never had an accident yet. You can't fall off, you have to climb out! I hated to put those rails on, but I like them now.

I don't really have any gripes with the Coast Guard; they made it tough. Basically, everything they asked me to do was pretty sound. They've had all those years of experience with accidents and disasters, all the screw-ups imaginable. So when they write these regs they know what they're talking about.

There were some pretty hard core items. I had used that neoprene B.F. Goodrich diesel fuel hose to lead from the fuel tanks up to the vents on deck. They said it couldn't be hose, that I had to use steel. So I ripped out a bulkhead and put steel in there.

And then you're required to have an automatic fuel shut-off for your fuel tanks on-decks. I hooked up all this, you know, Rube Goldberg stuff. It got by, though, everything passed. I had the inspectors onboard at least a dozen times.

For the stability test I threw a party. I got a few cases of beer and wine and had 45 people come onboard. The inspectors made everybody stand on one side of the deck at the rail and they put a chalk mark on the other side of the hull to show how far it heeled over.

The guy said I could go all the way to something like 40 people and I said, no, that's too many, I don't want that many people; so he said 35 and I said sure. When it actually came down to how many I wanted to be certified for, I said 30. I've had as many as 35. I had 32 for the Master Mariners — I was the press boat and that worked out



Josh is proud of his clean engine room.

okay. The cameras got a little wet.

38: Is it a wet boat?

JP: Yeah, when the waves are steep and it's blowing hard. But I decided instead of having a big, tubby, dry boat, I'd rather have one that went fast and was exciting to ride. This is definitely a white-knuckler for people who've never sailed. You can put the rail

down and then put the winches under, you know . . . the boat loves it, but people go beserk! I can even take people on wheel-chairs and stuff like that. There are plenty of things to hold onto. I've got blankets and extra jackets I pass out to keep everyone dry.

38: Thank you, and good luck!

— latitude 38 suc

OUT OF MY MIND



"Would you like a box of sake?" asked a tall man with a noble looking face behind gold frame glasses.

"No thanks," I answered, "if you are so kind I'd prefer a Manhattan."

This conversation took place in the dining room of the San Francisco Yacht Club, during the farewell party for the participants in the third TransPacific Singlehanded Race to Japan.

I should explain, probably, the very suspicious phrase, "box of sake". No, my interlocutor did not propose me to drink a whole case of Japanese sake (24 bottles or 6 gallons of booze). It was only that the sake was served in small wooden box, a cute cube approximately 3 x 3 x 3 inches — a ritual Japanese cup in which sake tastes best.

The man who offered me that 'box of sake' is a "rara avis" in a herd of flying paper birds, because to him I must say, "I wasn't right"; "I'm sorry"; and "I apologize". No question, I was wrong about this one person, this one organization, and this one country.

It all started 25 years ago in Eastern Europe, you know, in a little town, in a little apartment, with little people.

"I have something interesting for you," said my Mother when I returned home, very late, tired — like always, "I had listened tonight Voice of America . . ."

"If you listened to Voice of America," I interrupted her like always, "I'd like to know if you turned dial off station and switched selector off short wave. You know this is an absolute must; just today at meet of Youth they told us that we have right to destroy any radio if the owner is listening to forbidden Western stations, especially Voice of America," I said taking off my red tie.

"Yes I did," said my Mother. "But listen carefully what I picked up. They talked about sailing in USA, about thousand of sailors going wherever they like in their own boats, about clubs, races, ceremonies, parties.

"There is something most interesting that I noted for you. The Slocum Society, which is a worldwide organization encouraging and supporting people to make long voyages in small boats, especially alone. Maybe they can, some day, help you to fulfill your

dreams about crossing ocean alone, about remote islands, about Polynesia and Antarctic."

"I am not buying this story," I said roughly, "I have no confidence in all this. Do you know, Mother, what means Society? It is a whole bunch of millionaires, blood-suckers sitting in clubs and sipping cocktails and talking how to make a next million. Poor man, like I am, have nothing to do in such places. They are snobs, selfish individuals, and they never talk to somebody who is not from their circle."

I continued, "Hell with them and their Society. I will never have anything common with them. I like rather abandon my dreams for sailing than try to ask any Society for favours. Begging is not for me."

Years passed. Decades passed. My Mother is no more listening any radio stations. I am a member of Slocum Society and I know that once again, she was right and I was wrong.

This is exactly what I was thinking sitting at the San Francisco Yacht Club table with Mr. Neal Walker, Secretary of Slocum Society!!! And co-organizer of TransPacific Singlehanded Races, the tall man with noble-looking face, behind gold framed glasses, sipping my Manhattan. I belong to Society, and I am not a millionaire (for sure!) and no snob or blood-sucker (I hope!) More, I found Slocum Society as one of the most democratic Society, wide open to even the poorest of the poor.

For 15 dollars per year (fifteen, not fifteen hundred!) anybody who agree with Society philosophy can be a member and say: "Hi Comrade" to such sailors like Hories, Bardiaux, Chiles, Liskiewicz, James, Knox-Johnson, Lewis, Rose (Sir Alec), Smeeton, Adams, Murnan, Robinson, Hehner, Howell, and couple hundred more.

The Society's philosophy? "In an age when mass society has rendered obsolete the qualities of individual courage and independent thought the oceans of the world still remain, vast and uncluttered, beautiful but unforgiving, awaiting those who will not sub-

WITHOUT THE SLOCUM SOCIETY

mit. Their voyages are not an escape but a fulfillment."

This non-profit organization, formed in 1955, likes to encourage long-distance voyages on small yachts, and keep records of such passages. It is named after Captain Joshua Slocum, who made the first single-handed circumnavigations from 1895-1898.

Membership is open to all! Offshore experience is not a requirement. "A number of well-known long distance sailors are members of the Society and singlehanded circumnavigators are honorary life members. But many sail in more protected waters or, perhaps, only from their armchairs."

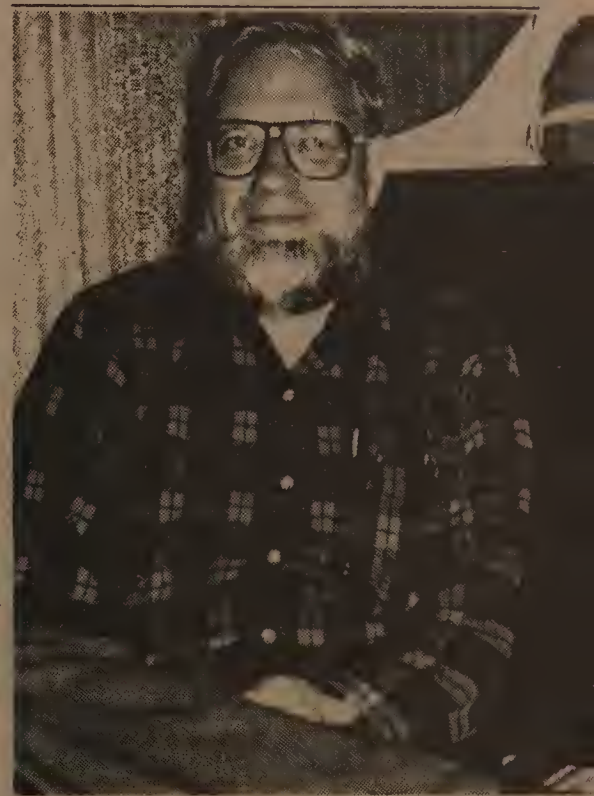
The Society (read: its tireless Secretary) publish a periodic journal, named after Slocum's boat *The Spray* (it is sent free to members and it is fantastic not only because URBANCZYK has no column there. *The Spray* records small boat transoceanic cruising and circumnavigating, and publish ex-

tracts from logs of noteworthy passages as well as articles of other general membership interest.

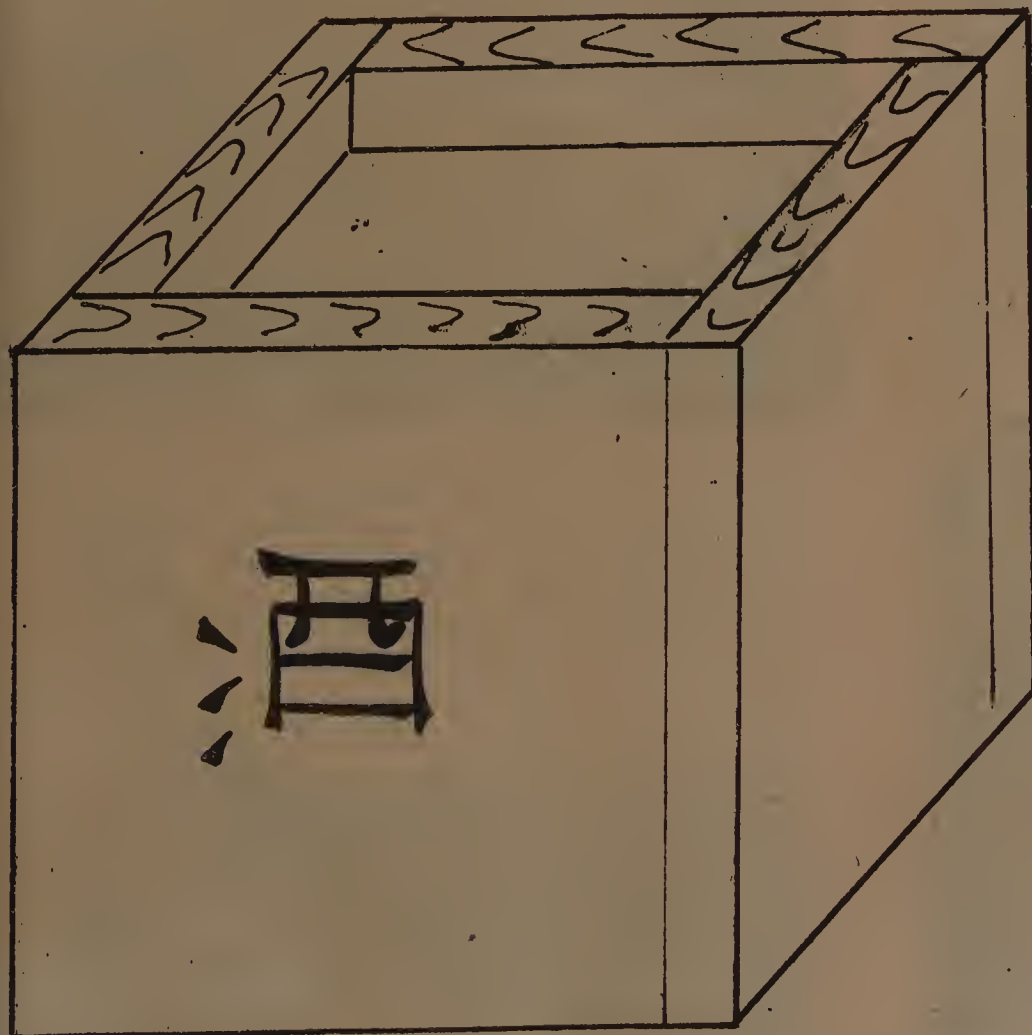
But here are much more: The Society has own library, meetings, slide and movie shows. Society is making awards: Slocum Award for notable singlehanded passages and Voss Award for notable ocean passages with a crew. It help to organize races and members may call Society for advice in planning cruises.

Established in 1957 Slocum Society Sailing Club is open to any member who owns a boat. "Club has no rules and no dues" — but those who sail under Club flag know that they have a common bond.

I finished my Manhattan and once again I looked at our magnificent Lady and their Seven Samourais. Only 30 hours left to the start to remote Japan! Magnificent breed! I thought about them as most lucky people in



Slocum Society's Neal Walker.



Box of sake ...

the world.

I opened *Notice of the Race* looking for something I finally was not able to find. Then I grabbed the nearest box of sake and I emptied it in a gesture of triumph: "We won" — I said to Neal. "It was six years ago in 1975 when I started to protest against paragraph in racing rules which required that all participating boats must be equipped with an engine. I had protested, because in my opinion, it was against the Spirit of Slocum whose cotton sails propelled *Spray*.

"My caustic remarks were sent to *Yachting, Sail, Nippon Ocean Racing Club, Die Yacht*. I do not know how big is my participation in this case, but we won and you do not need to have an engine in *sailboat* to participate in TransPacific. We won. Terrific!!!"

Toast! "Long life for Slocum Society," I yelled to the Secretary who looked at me suspiciously.

— "You do not like to join me in the toast for Slocum Society?" — I asked Neal.

— "Of course" — answered the tall man with noble looking face behind gold-framed glasses. "I like, although is a little difficult to understand why you are doing this for the third time already."

— andrew urbanczyk

WANDER BIRD

The lyric from the old Beatle's tune, "I get by with a little help from my friends" seems to summarize the sentiments of Harold and Anna Sommer in their restoration of the over 100-year old pilot schooner *Wander Bird*. It took Harold and Anna

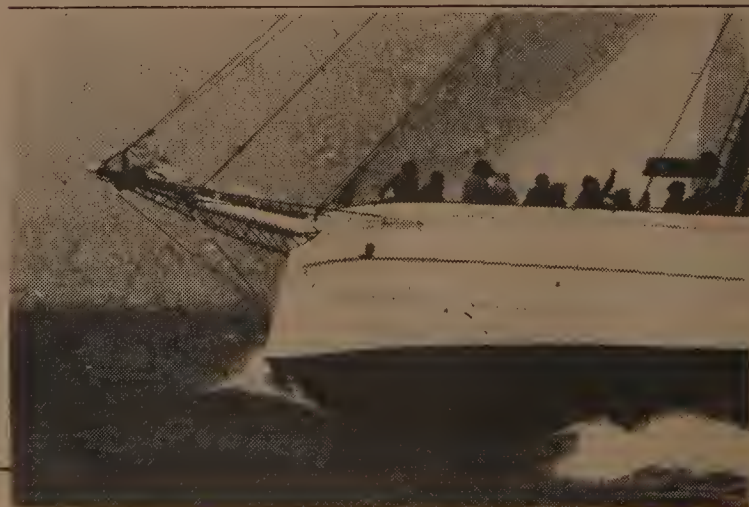
11 long years of time, labor, and money to get the *Bird* back sailing; but without the incredibly generous volunteer help and material contributions from friends (see Volumes 46 & 47), it simply would not have been possible.

For that reason the *Bird's* first three flights




— on June 8, 15 and 22nd — included as many of those 'Friends of *Wander Bird*' as could make the historic occasions. The breeze

was great for all three outings, allowing the *Bird* to do her stuff, and the Friends to savor the sweet fruit of their labors. All went well on



FLIES AGAIN



the first two sails, but things faded slightly during the third. First the engineless *Bird* meandered onto the mud off Sausalito and remained glued to the bottom for several hours; later the tribulations of shaking down a re-rigged boat with numerous experts and crew of 90 began to manifest itself.

"We think we've got everyone out on her that helped in the restoration process — half of Sausalito," said Harold. "After today we are going to take a vacation, and then prepare her for some ocean trips in August." Anna explained, "*Wander Bird* just doesn't like to sit at the



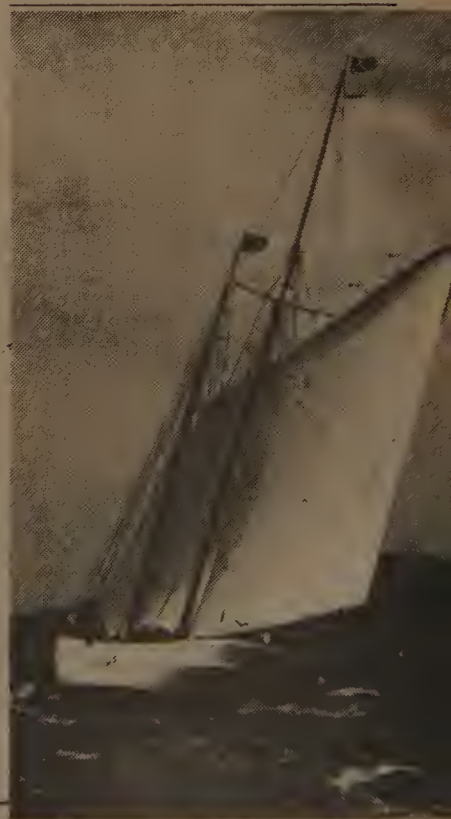
because some of the details of the boat had changed, and Time had fogged his memory. Looking at home, Commodore strolled the deck and climbed the rigging with a familiarity that evolves from a long relationship.

The *Wander Bird* is now berthed outside the Sausalito Yacht Harbor Breakwater, just north of the Spinnaker Restaurant — you can't miss her. She's a jaunty sight if there ever was one.

— michael wisley

dock."

One guest was Warwick 'Commodore' Tompkins, who had lived aboard the schooner in and around Boston (and various oceans) from 1932, when he was two-weeks old, until he turned 24 in 1956. Last month, 25 years later, Tompkins was once again at the helm of *Wander Bird*. When asked if she sailed the same, he explained that he really couldn't say



PHOTOS BY
WRISLEY/LATITUDE 38

SOUTH

The fleet staggered to weather between the tules in 35 m.p.h. winds and a stiff chop. The larger boats were well into Suisun Bay

creased with just the 110 up. They continued on and crossed under the Martinez bridge about 9:30, an impressive feat. By the



before dark while the 24 footers passed under the Antioch Bridge with plenty of daylight to spare. Many in the fleet thought there would be record finishing times.

But the South Tower Race is a 150-mile soap opera of highs and lows. The saga of Bill Chapman's C&C 38, *Bones VI*, illustrates that point. *Bones VI* led the fleet after three hours, but their main blew out. Before they had a chance to drop out of the race, the crew noticed the knotmeter had in-

time they reached the weather mark, they had an hour lead. Then their luck ran out. Trying to find Crissy at 3 in the morning, they ran aground 300 yards south of the Coast Guard station. Efforts to refloat her failed and they radioed for assistance.

The Stockton-South Tower Race originated in the early 1970's. Dale Harmon and Mike Van Derworp came up with it as a

Tiptoe through the tules.



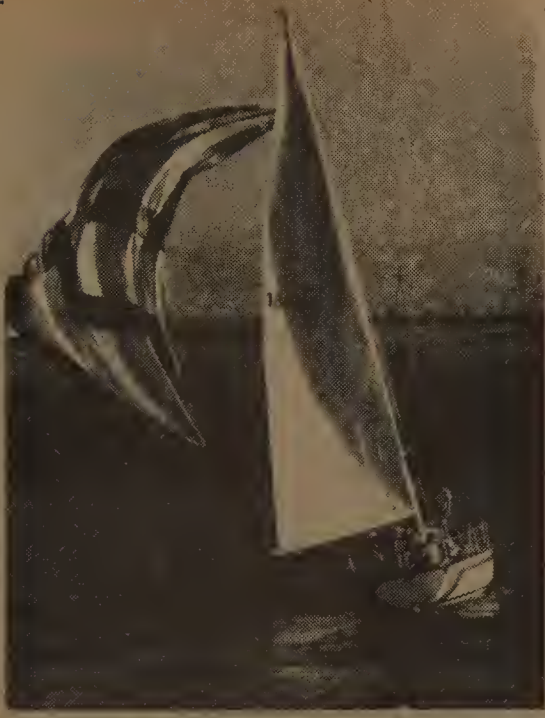
PHOTOS BY
KENNETH SMITH



Ride 'em, Cowboy!

challenging long distance race, something more than the Stockton Sailing Club's over-nighter to Pittsburg. Harmon and Van Derworp got the go ahead in 1973, with the proviso that if less than five boats showed up they'd cancel the whole thing. Many of their clubmates thought the whole thing was off the wall. Nevertheless, seven boats crossed the starting line and four finished. A new era in self-torture had begun.

The weather leg of the South Tower Race is a sprint. Unlike ocean racing where there are few tacks and long distances on a given heading, here there is almost constant tacking. Before reaching the open gates of Suisun Bay, much of the channel is only 300 feet wide. Contestants average 50 to 60 tacks each hour. There's also the real danger of running aground. Some of the worst parts of the course are encountered after dark.



First-to-finish Clouseau.

Suisun Bay's infamous middle ground and San Pablo Bay's chop require careful helmsmanship and accurate navigating. Finally, the Deltophiles have to deal with the unfamiliar and tricky bay currents to find the turning mark off Crissy Field.

The ride home takes 10 to 12 hours, usually in the sun. Fatigue and copious amounts of beer produce slow-moving crews. Some become zombies. Jibing from reach to reach in heavy winds as the channel winds its way back to Stockton requires constant attention. The navigator has to figure out which corners to cut and which tules to give a wide berth.

The Ninth Annual South Tower Race got underway at 1 p.m. on Friday, June 12th.



Cat sail in the sunset.

Thirty-four boats in four divisions hit the line for the 150-mile trek. Four would fail to finish: one due to illness in the crew; another due to rudder failure; the third suffering a close encounter of the worst kind with a rock at the Brothers which bent a rudder; and the ill-fated *Bones VI*.

After spending Friday night pounding themselves silly, the remaining entries spent a long day Saturday waiting for the westerlies to fill in. But Suisun Bay was a parking lot, and the smaller boats were catching up, creating a whole new race.



KENNETH SMITH



KENNETH SMITH



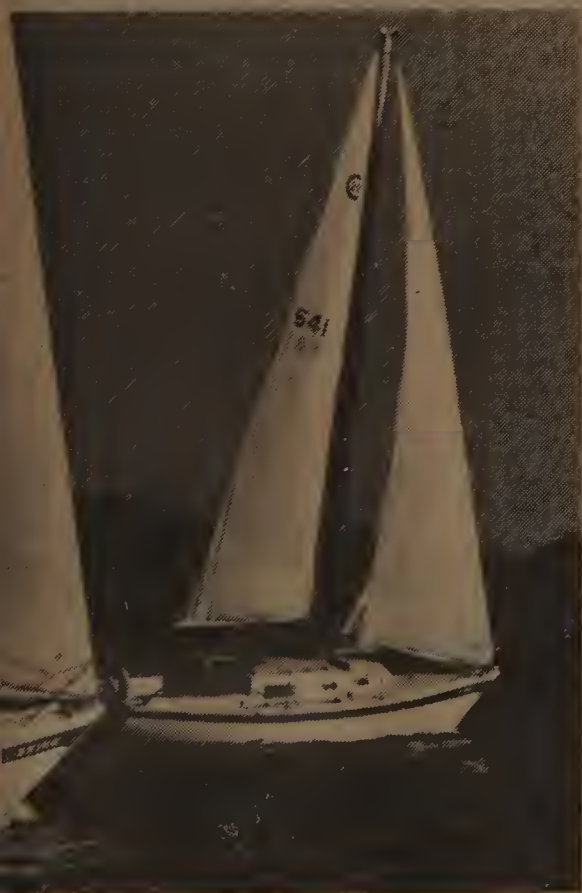
KENNETH SMITH



SOUTH TOWER



LATITUDE 38° SHIMON



LATITUDE 38° SHIMON

Captions clockwise from left: Sunrise on Raccoon Straits; two sheets to the wind; we assume these are the winners; *Purrfect* give chase to *Clouseau* after 150 miles; coffee at dawn.

The Santana 35 *Clouseau* found itself fighting to take the lead from a most unlikely adversary, Ray Drew's cat-rigged *Purrfect*, a Nonsuch 30. *Purrfect* had sailed down the City Front after rounding Crissy and stayed out of the adverse tide, opening up a lead. *Clouseau* had trouble passing her till the last hour of the race, but managed to take the gun. A large spectator crowd applauded vigorously. *Purrfect* edged out John Notman's Cal 2-30 *Quadrant* for second across the line.

The corrected-time winners were still out on the course in a building wind, however. Cal 2-27's are known for sailing above their ratings in heavy air. Friday night they had all they needed and Saturday afternoon they were still pushing hard. When the first 2-27 crossed the finish line, a tight knot of spectators crowded around the Race Committee. They soon had their winner: Art Aulwurm's *Tempo*.

Sailing with Aulwurm were his son, Eric, Alan Weaver, Phil Giambastani and Bill Campbell. This was their second win in three years. Weaver credited their success to constant work through the night and avoiding the performance of let-down which often comes with fatigue.

Second on corrected time was another Cal 2-27, *Al Fresco*, sailed by Mark Ragno. Third was Don Rice in *Hat Snatcher*, a standard rigged Catalina 27.

In June, 1982, thirty or more boats will once again brave raging winds and calms, cold and heat, elation and dejection to prove that masochism is alive and well in the South Tower Race.

— kenneth c. smith

1981 South Tower Race Finishes

1st to Finish

J. Range	<i>Clouseau</i>	Santana 35
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Corrected Times:

First	Al. Aulwurm	<i>Tempo</i>	Cal 2-27
Second	M. Ragno	<i>Al Fresco</i>	Cal 2-27
Third	D. Rice	<i>Hat Snatcher</i>	Catalina 27

Division Winners:

Division I	J. Notman	<i>Quadrant</i>	Cal 2-30
Division II	T. Mason	<i>Prospector</i>	Cal 27
Division III	A. Aulwurm	<i>Tempo</i>	Cal 2-27
Division IV	D. Rice	<i>Hat Snatcher</i>	Cal 27

Steve Wong Memorial Trophy (First Around Weather Mark)

J. Range	<i>Clouseau</i>	Santana 35
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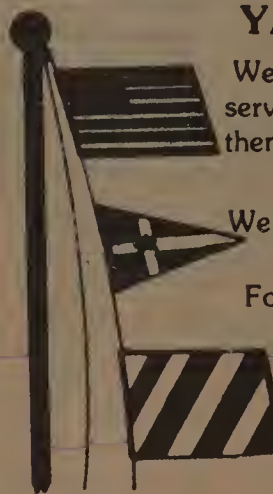
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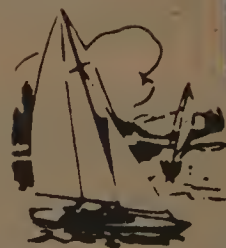
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The Notice to Mariners warned us that the Libyan ports were off limits to American yachts, so we decided to go to Petaluma instead.

The tide book indicated an all-day flood, so we shoved off about slack water with enough cargo for the three-day weekend. For me that meant suntan lotion, Calistoga water, and last Sunday's newspaper. For my husband John, it was a couple of gallons of wine, assorted cans of Dek's Olje, and a Spy-glass catalog. For the kids, a survival kit ranging from comic books and felt pens to roller skates for the parking lot. And these days we never go anywhere without the El Toro. One kid sails it, the other rows her dolls around in it; my husband uses it to practice for the Bullship Race, and even I take a dinghy escape when the fiberglass walls begin to close in.

The wind had a bit of a south-westerly sway to it, and soon John began to get that wicked gleam in his eye that can mean only one thing: we're going to fly the spinnaker!

The procedure is simple when there are just the two of us. He goes forward and sets the pole and hauls on the spinnaker halyard. Meanwhile I merely steer the boat with my crotch while cranking the guy with my hands and trimming the sheet with the toes of my left foot. At John's command I tighten the foreguy, the yellow line in my teeth, and he begins to lower the jib — only to discover that the jib sheet is a wee bit too tight; could I please give him a little slack? I would be delighted if I weren't busy adjusting the backstay with my elbow. The jib finally lowered, he stands back, squints up at the billowing spinnaker, and casually mentions that the pole probably needs to go up a wee tad . . . would I just loosen the foreguy, crank up on the pole lift, and ease the sheet just a touch?

We scooted on past The Sisters where the fish were leaping clean out of the water, obviously aware that we had forgotten the fishing pole.

As we neared the markers indicating the channel to the Petaluma River, it became evident that we were not alone. Sailboats of





Turning basin past the "D" Street bridge. Farrell House in rear.

SUE ROWLEY

all descriptions formed a long parade for the reach into the river.

By the time we approached the first marker, we had already jibed once, and though John usually wants to fly the spinnaker until the last possible moment, I didn't relish carrying the chute into the channel.

Reluctantly, he ordered our 48-pound son to grab the spinnaker sheet near the clew, in preparation for the takedown. "Just pull it in and stuff it down the hatch," he said nonchalantly. Waiting beneath the hatch was our daughter, another slave to the ritual of dropping the chute.

"C'mon, let's DO it," I said, "we're outside the channel marker." At that moment a gust lifted the chute and our son had his first terrifying taste of spinnaker flying. His face turned white, but he held fast, and after a brief hover just above the deck was deposited back near the spot from which he had ascended. His puzzled expression immediately changed into a wide grin, and the color returned to his cheeks as he said "Wow, Mom, did you see that?"

After a brief fling outside the channel and a jibe to get back in, there followed spirited debates on: 1. Timing and preparedness;

and 2. The why-the-hell-do-we-have-to-fly-a-spinnaker-when-everybody-else-just-poles-out-a-jib question. Final points were being made as we approached channel marker 13. At this point the channel curved to windward and we were suddenly hit with 20 knot winds. We immediately reefed, but the chaos in the channel was unbelievable. Boats were rounding up all over the place and many chose to drop sail and motor. Others had trouble pointing and ended up outside the markers in the mud. It was obvious that we were traveling amid a horde of Sunday sailors. "They wouldn't last long in YRA," somebody near me gloated.

But everybody quickly recovered, one way or another, and we paraded single file through the railroad bridge past Port Sonoma Marina where a big contingent of the boats stopped. "We'll be staying there tomorrow night," I pointed out to the kids. It's a harbor we had never previously visited due to shoaling, but the recent dredging had put it on our agenda for this three-day weekend.

Soon we entered the area which makes

RR Bridge at entrance to S.F. bay.

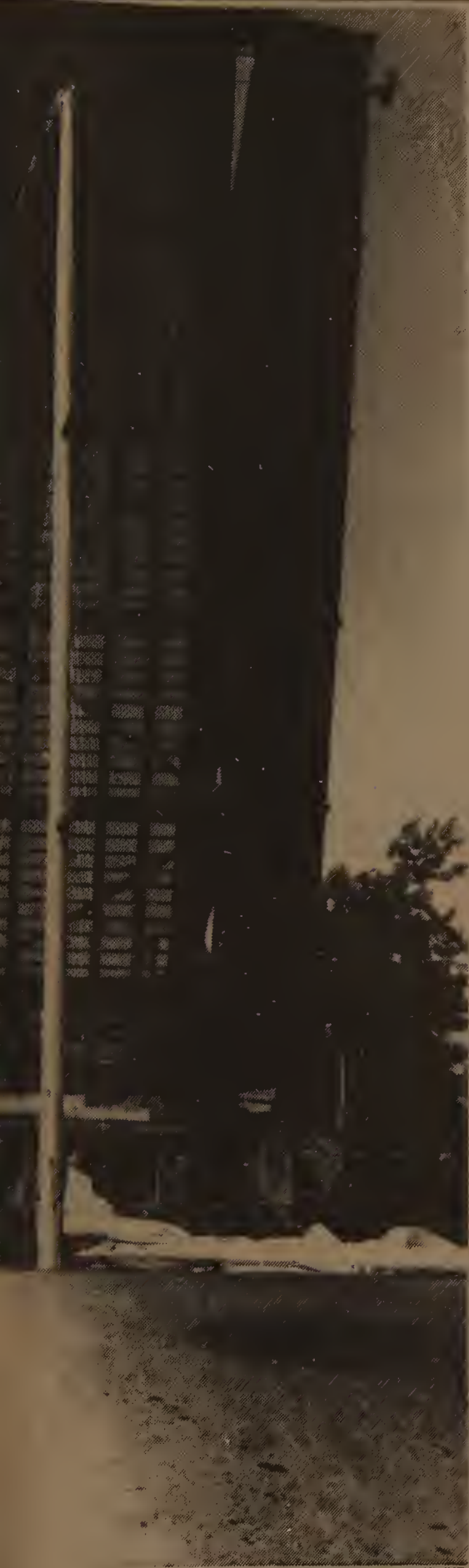


"D" Street bridge.

sailing the Petaluma River so tranquil. Rolling fields of grass are backed by low foothills, and Great Blue Heron stalk majestically through the reeds.

The Petaluma River meanders through the countryside so you can't always sail, but whenever possible we hoisted our 130

THE RIVER



Steamer
Gold
Restaurant
in Petaluma.



LATITUDE 38 WRISLEY

wreathed brick walls of a former winery said to have once belonged to the Comstock silver king, Senator James Fair.

The Mira Monte Marina lies just up San Antonio Creek, where fuel, guest docking, and barbequed oysters are offered. Beware the treacherous bar at the entrance to the creek; you must keep well to the north bank.

Soon the tiny riverside village of Lakeville appeared, a cluster of shambly shacks with teetering piers, a long guest dock with fuel, and a cafe. Here, the contingent from Sausalito Cruising Club peeled off from the parade to raft up or anchor out for the weekend.

Eventually we passed under the towering Highway 101 bridge, and civilization again came into view. Petaluma appeared as a gathering of mills, cranes, and gravel barges as we approached the D Street drawbridge; gateway to downtown Petaluma.

The bridge has a tender in residence, so with three blasts of our horn, this last obstacle yielded to us and we prepared to settle in for the night. Our destination was the turning basin, to starboard just past the bridge, where the powder blue Victorian, Farrell House restaurant reigns above a 100-ft. guest dock. There's room in the basin, too, for anchoring.

Several hundred yards further up river on the port side is another public guest dock in the shadow of the Great Petaluma Mill, a restored building which houses 22 shops and restaurants. Both sides of the river are accessible by foot via Washington Street bridge, adjacent to the Golden Eagle Shopping Center. Indeed, the shopping is so complete here in the heart of Petaluma that you needn't even provision at home. In fact,

we discovered that prices were more reasonable than in our own neighborhood.

On the other hand, if isolation is what you crave, Petaluma is not the place to go for a three-day weekend. There must have been nearly 100 boats there, rafted at the docks about 8 deep. Metropolitan and Sausalito Yacht Clubs were well represented, along with numerous burgees I didn't recognize.

During cocktails that evening, the rumor circulated that it would be necessary to leave at 5 a.m. to get out of the river before low tide. "Don't be absurd," I said, "the entire channel has just been dredged to 8-ft. at mean low water." But rampant skepticism

Tiny (below) and Ellie Holptman operate the bridge in exchange for living quarters.



LATITUDE 38 WRISLEY

alone, at times streaking past sailboats under power. Hoisting and dropping a jib is much less hassle than similar maneuvers with a mainsail, but the sailable legs are short.

Among the sights that caught our attention along the way to Petaluma were the vine-



Rolling hills of Petaluma.

remained and the argument continued long after we had dined, danced, and then hit the sack amid our 35 boat raft.

In the wee hours of the following morning we heard a few engines crank and a bit of blasting to open the bridge, but we snoozed on, unconcerned. At a fairly reasonable hour for rising on a holiday, say 9 o'clock, we poked our heads out of the hatch to discover almost the entire raft had departed. We had been moved and retied several boats widths closer in, and the five insidest boats at the dock were gone. It must have been an intricate series of pre-dawn maneuvers, and I'm glad I missed it!

As the remaining half-dozen boats made leisurely preparations for their varied plans, news came that the drawbridge might be broken. Everybody took it rather calmly at first; I scanned the Sunday paper for sailing items but could only find Bocce Ball results.

Word came that the motor on the bridge overheated because they had been forced to do 11 "pull ups" between 5:55 and 8:20 that morning.

"We're going to raise it once more, from 10-11:00, so anybody who wants out today had better go," the spokesman informed us.

"We can't," complained somebody from Metropolitan who was docked over by the Mill. "We're aground." Apparently they

haven't dredged all the shoaling in the basin, and it was a minus tide.

Later another message came. "We're going to raise the bridge from 11-12."

My engineer husband could stand it no longer. He had to get a look at the balky mechanism, so we strolled the short block to the bridge tender's house. Firemen were milling about, or peering under the sidewalk at a dark hole full of machinery. By now it was 11:00 and they were ready to attempt the bridge opening. The traffic barriers were closed, and everybody stood back while the button was ceremoniously pushed.

A cloud of smoke arose from the motor, but the bridge remained shut.

"That's it. We can't get her open until the city engineer gets back," somebody said with

a note of finality. "Where is he?" we asked. "Gone fishing somewhere on the Russian River," was the reply. "Be back Tuesday."

Somebody suggested bussing the sailors back to San Rafael and leaving the yachts behind; it didn't prove to be a popular idea.

Another idea was to crank the 80-ton bridge open by hand, after first removing a manhole cover that had been in place for 35-years. After hours of watching them pry and pound at the cover, we got bored and decided to return to the boat.

We frittered away Sunday afternoon most pleasurably, and as we gathered with friends for cocktails to while away the balmy evening, the bridge suddenly popped open! Cheers echoed from boat to boat around the basin, after which the bridge tender announced: "The D Street bridge is open, and it will remain in the open position until late Tuesday." They were taking no chances.

The rest of the trip was relatively uneventful except for my friend Lyn's alcohol fire, the kids' roller skating across the deck, and the dog jumping overboard.

And when I perused the newspaper the next day for sailing news, there it was. Dateline: Petaluma. *Fire Damages Motor in D Street Bridge*. A clipping to send home to Mother.

— sue rowley

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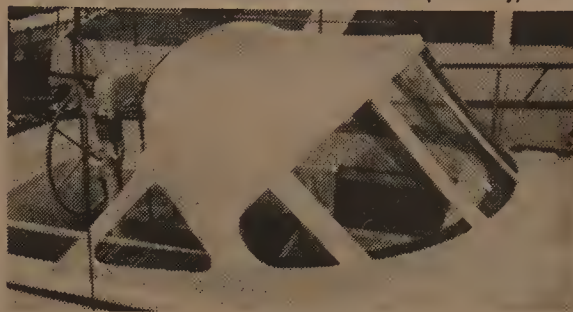
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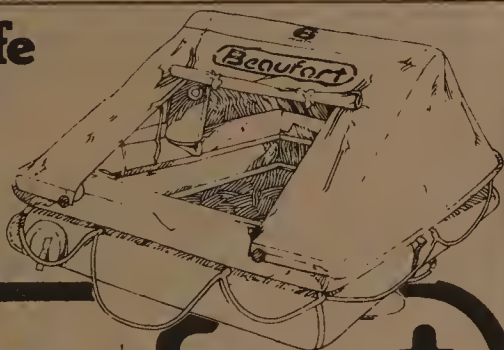
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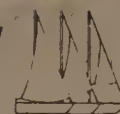
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GOLDEN

"Classic of the old local woodies" is the way Bear owners describe their boats. A rugged, capable, fine sailing craft, combined with self-reliant owners who enjoy fleet camaraderie has kept the class going strong over the years. Fifty years to be exact. 1981 marks the golden anniversary of the design.

It all began when Ernie Nunes, of the Sausalito Nunes boatbuilding family, set out to build a boat that was as functional as it was

economical; a boat strong enough to stand up to both cruising and racing in the bay. Ernie began by taking a knife to a 6-inch by 6-inch by 1½-inch piece of redwood and gradually carving the model of a sleek-looking craft with an outboard rudder — just what he thought a bay boat should look like.

That's when the controversy started. At that time, most boats had inboard rudders, and such estimable authorities as Alameda's

Scotty Cauchois' **Trigger** (#20) reaching with Pete and Sandy Lind's **Bandersnatch**.



Bearing down on the mark.

Lester Stone and Ernie's father, Manuel, reportedly insisted the boat would not sell with an outboard rudder. Ernie nonetheless stuck to his original design, believing the outboard rudder to be less expensive, easier to repair, and one that would provide excellent handling characteristics. Scrutinizing Bears running in heavy air with spinnakers, you realize that Ernie was right. Bears are very stable.

Nunes later designed two other popular one-designs — the 30-ft. Hurricane, and the 18-ft. Mercury. He built boats until the early 60's and passed away in 1973.

The first Bear came off the beach in 1931 at the Nunes' Brothers Boatworks at the foot of Main Street in Sausalito. She had oak



LATITUDE 38

The most recently completed Bear is *Velerosa*, hull #69, built on weekends by Bud Wetherell in his Berkeley backyard with the help of his children and grandchildren. Bud says "it takes time, perseverance, and desire" to build a Bear. Using the pre-cut patterns and hull molds which are currently stored at Stone's boatyard, Wetherell was able to build his Bear for less money than it takes to buy a new car. "Building the boat was not hard," he says, "and it was a very satisfying experience." *Velerosa* was launched on October 20, 1978.

A discussion of Bear boatbuilding would not be complete without #47, *Chance*. In August of 1966, then named *Gladmill*, she developed a gas leak, exploded, and sank off Coyote Point. Purchased as salvage for just \$25, Jens Hansen spent the next five years rebuilding her. She was re-named *Chance*, as in 'second chance', and the Barient winch company designed a special sized winch just for her. *Chance* is now one of the most beautiful Bears on the bay.

In an era when boats are often traded like cars, Bears are boats that provide lasting satisfaction, boats you fall in love with. Harry and Margaret Richards have owned their *Little Dipper* for 33 years. Scotty Cauchois has owned his *Trigger* for 26 years. Many owners have had their Bears for over 10 years.

Start of the 1941 Alameda Regatta.

frames, one piece caravel fir planking, iron fastenings, a Phillipine mahogany doghouse, iron ballast, and a round pine spar. She sold for \$995.

Later Bears were sometimes built with slight variations. Some had cedar or mahogany planking instead of fir; many had bronze or stainless fastenings instead of iron; and numerous spars were made of spruce. One boat, Bear hull #57 owned by Guy Nadeau, even has a beautiful teak deck.

Most, but not all, of the Bears were built by the Nunes' Brothers, and well-known marine surveyor, Al Vetter, is one who helped build them. Besides those done by Nunes', there were four Bears built in Richmond; Bill Hynes built two in Sausalito; and one was built in Lester Stone's Alameda yard.



PHOTO COURTESY OF BILL MCCUTCHEON

GOLDEN

Bears sail like a dream in heavy bay chop and strong winds. Ruggedly constructed, virtually all of the original boats are still sailing and in good shape after 30 and 40 years of battling with the elements on the bay. In the past there has been talk within the class to build new boats out of fiberglass and use

metal spars, but they've always decided to stay with wood. Want a new one built for you in wood? The class did some research and found you could probably get one done for about \$20,000, using the existing hull patterns and jigs.

Presently there are 68 Bears on the bay,



BEARS IN THE BAR

The Bear class received a certain amount of notoriety in August, 1941, when ace bay sailor Joe McAleese — described as “the Tom Blackaller of his day” — came up with the idea for an obstacle race. The biggest obstacle was you had to down 3 large Scotch & Sodas at the St. Francis Y.C. bar before and after rigging your boat and sailing the course! All the racing rules were reversed: port tack had rights over starboard; no room was allowed at the mark; and protest flags had to be flown except when you were lodging a protest.

They called the event “Duggan’s Dew of Kirkintillock”, or the Scotch & Soda Derby. McAleese and Al Rutherford crewed for Larry Kohler, presently a yacht broker in Berkeley, on Kohler’s Bear #12, *Koala*. Larry says the other competitors complained

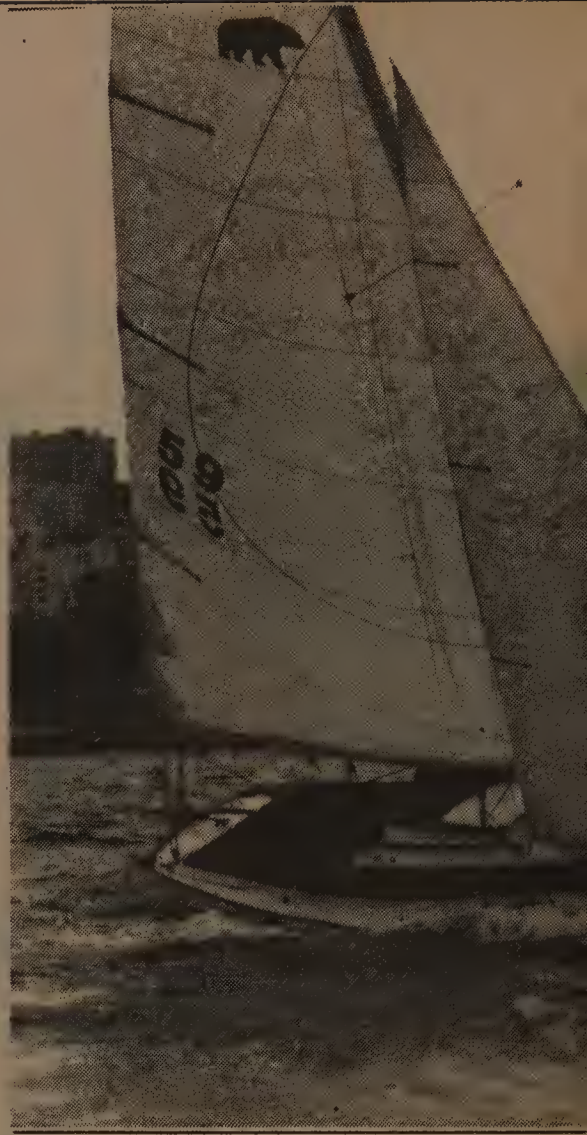
his boat had an unfair advantage because the three crew were alcoholics!

“We built up a good lead at the start,” he recalled, “because we were the only ones who thought of raising our spinnaker while sailing out of the St. Francis harbor. Everyone else was trying to get their mains up first.”

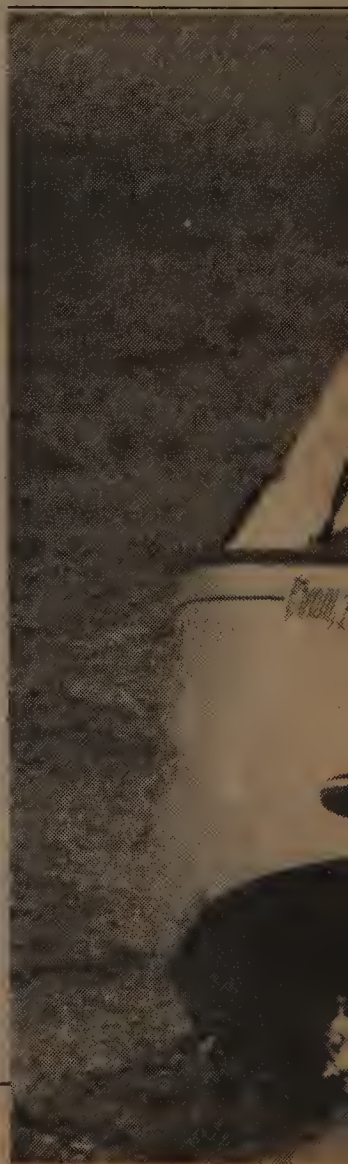
After completing the circuit around Crissy and back to the St. Francis, Kohler and crew enjoyed the luxury of sipping their last drink while their competitors gulped and gagged in a futile effort to catch up.

The outbreak of war and the disdain of the yachting elders terminated the Scotch & Soda Derby before it became a habit. The spirit of hijinkery has lived on in the class, however, and this season will mark the revival of the Derby after a 40-year interlude.

— latitude 38 *suc*



Grin
and
Bear it.





Is it 1935?
1945?
1955?
1965?
1975?
1985?

PHOTOS BY LATITUDE 38



17 of these race in the YRA, KIF, and Woodie Series. There are Bears in the bay and some on the ocean, too. Jim Siegel, owner of #46, *Yogi Bear*, has raced MORA for the last 3 years. Each year the class has a singlehanded race and a ladies race — the latter a big favorite.

For a while, two Bears were helmed and crewed by all-women outfits; Mary Jo Foote on #60, *Bearfoote*, and Josselyn Robertson on #29, *Smokey*. Neither woman is racing their Bear this year, but Josselyn, who just missed taking second overall in 1980 and was second in the 1979 Woodies Regatta, said the class supported their efforts and didn't get chauvinistic.

With surprising room down below for a 23-ft. wood boat, more than a few people have been known to live-aboard their Bear. Robert Bellforte, AKA 'Bear Boat Bob', lived aboard #44, *Mighty Bear*, for over 5 years. Most Bears are nicely finished down below.

The nice finish of the Bears may ironically contribute to the fact that the Bear class, like all wood boat classes, is struggling. Nowadays many new comers are more interested in owning an immaculate specimen of a wood boat than racing it. Veterans of the class believe it's really the racing that keeps a class strong, and therefore take new owners out to show them how to sail their boats.

The longest continually raced Bear is *Trigger*, which current master Scott Cauchois purchased in 1958 from John Scarborough — himself a three-time Bear champ. Cauchois, who claims to be a slow learner, raced twelve years before taking his first title.

Class information is disseminated through the appropriately named newsletter, *Bear Facts*. It contains useful information on maintenance, club news, Bear people, racing, and where to buy hard-to-find items.

If you can no longer bear to be without, used Bears currently sell for between \$3,500 and \$12,000. Information concerning a used Bear, or even how to build a new one, can be obtained from Maurice Fitzgerald, Bear Class President, at 1255 Armsby Drive, Hillsborough, CA 94618; phone (415) 342-7800.

The Bear Class 50th Anniversary Picnic is set for September 12 at the Sausalito Cruising Club — if you own a Bear, don't hibernate — be there!

— robert m. grigsby

LONG BEACH RACE WEEK

An entirely too detailed account

If our name was Charles Dickens and we were writing a novel called *The Tale of Two Long Beach Race Weeks*, it would probably start something like this:

"It was the best of Race Weeks, it was the worst of Race Weeks, it was a period of ideal sailing conditions, it was a period of cruel and unusual race committee work, it was an ocean of sunshine, it was a protest room of Darkness, it was a week of satisfaction, it was a week of disappointment, we had everything going for us, we had nothing going for us, we were all going for glory, we were all going for nought; in short, it was as schizo a sailing week as you could ever stick your rudder in."

Long Beach Race week is the brainchild of gregarious southern California plastic surgeon, Bob Kellerher. A dedicated racer with his 37-ft *Silver Fox*, Kellerher conceived of Race Week after sailing the St. Francis YC Big Boat Series where he "found it extremely difficult to be competitive against local sailors who knew and played the tricky tides of San Francisco Bay." We think that means he lost. Anyway he proposed that the Long Beach Yacht Club start a series modeled after that St. Francis series, and sail it in Long Beach's more predictable conditions.

Kellerher got the full backing of the club, which held the first Long Beach Race Week in 1980. From all reports it was a booming success. Not only did it attract nearly 50 top boats between 35 and 84-ft, but the club proved to be incomparable host. The race committee was superb, the plentiful hor d'oeuvres made dinner superfluous, the drinks were strong, each entry was provided with a nubile boat hostess, and the sailing conditions were fine — 10 to 15 knots with a slight chop.

Noted ocean racer Dick Deaver said there wasn't any room for improvement. Bill Clute, who won Class B with *High Noon*, was quoted as saying that if forced to, he'd choose their Race Week over the St. Francis Big Boat Series. He went so far as to predict that as early as this year the Long Beach event might become the premiere sailing event on the west coast. Clute proved to be no prophet.

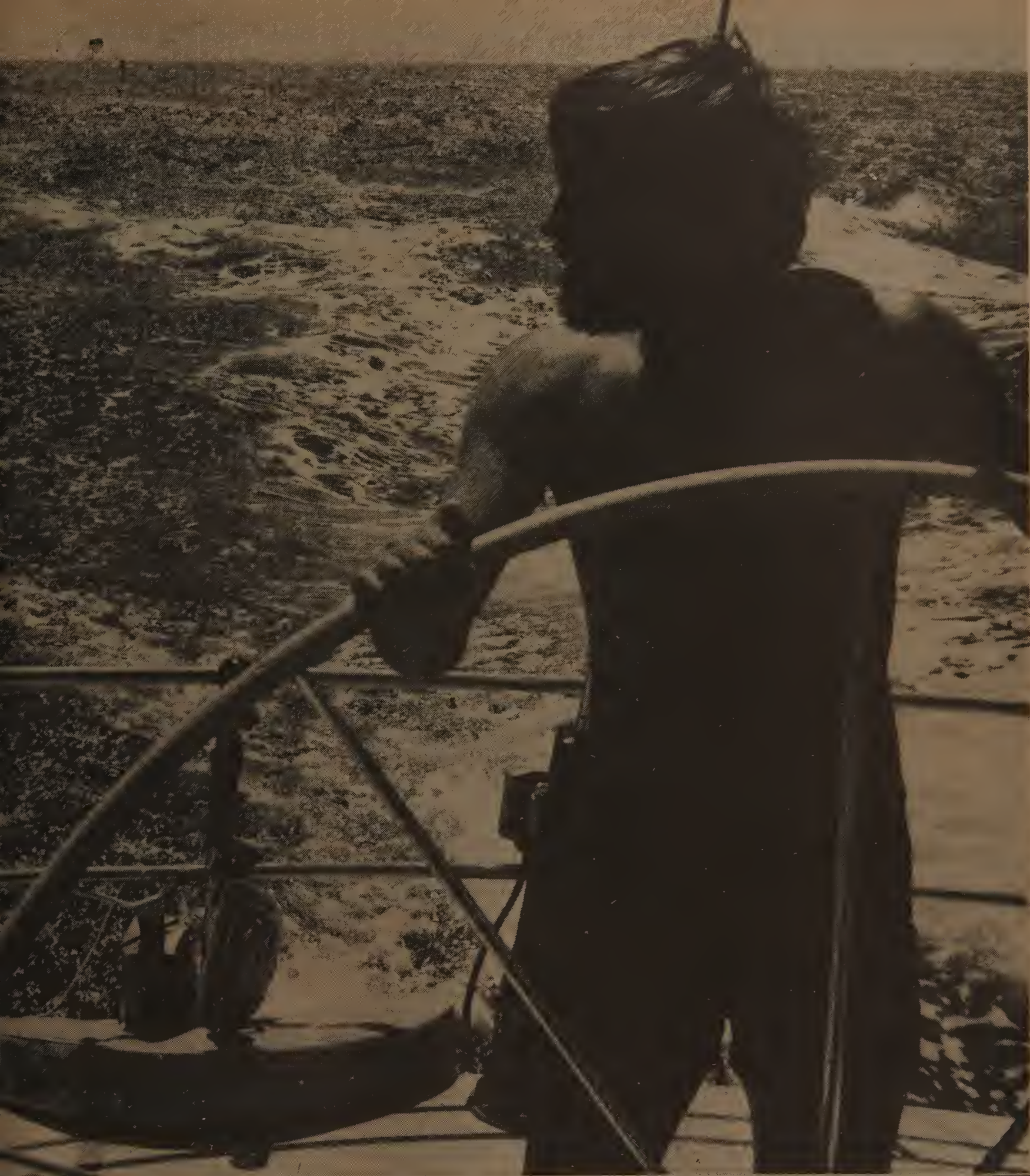
Some of our cruising and PHRF readers might have been deluded into thinking we're hot racers; far from it. In fact, it was with

some apprehension that we agreed to be part of Clute's crew for Race Week on his new 48-ft Peterson, *Annabelle Lee*. We were apprehensive because it would be only the second IOR race we've ever sailed in, and the boat was loaded with top talent.

Up on the bow was Kenny Keefe, foredeckman on everything from *St. Francis*

VII to maxis. Donny Anderson, who had done an America's Cup campaign, was up forward, too. Don Kohlman, a key man on Dennis Conner's winning America's Cup team last year, ran the pits with assistance from fulltime sailor John Slivka. Back in the cockpit were the owners, Bill and Heather Clute, accompanied by young rogue Paul





Jim Gannon, at the helm, leaves the rest of Class A in the dust.

Cayard, boatbuilder Jim Gannon, and sailmaker Lowell North. There were more crew, 15 in all, but these were the hotshots — all about 750 degrees centigrade warmer than we'll ever be.

Annabelle Lee wasn't the only northern California boat entered. Also in Class A were Irving Loube's swift new Frers 46, *Bravura*,

driven by Dee Smith; and *Hawkeye*, the 48-ft King-designed bilgeboarder sailed by a spirited gang from the California Maritime Academy under the direction of Harvey Kilpatrick. There were no northern California boats in Class B, but Class C featured *High Noon*, with new owner Tom Harney hoping to make her a Race Week repeat

winner. The final local entry was Bill Erkelens' *Lois Lane*, and we feared for her chances right from the outset. Berthed next to Dennis Conner's recently sold 38-ft *Dust 'Em*, the latter's mast seemed to just get started where *Lois*' ended. The seemingly undercanvassed *Lois* eventually finished 8th out of 11 boats in these unfamiliar waters,

LONG BEACH

but improved her finish with each successive race.

Of the 13 boats in Class A, there were 5 we feared the most. They were *Bravura*; *Ghost*, a Peterson 46 that had swept the Big Boat Series two years back; *Pendragon*, John McClaren's handsome new Davidson 45; *Travieso*, a slick-looking new Nelson/Marek 44; and, our natural rival, Dennis Choate's *Brisa*. Choate's boat is a near sistership to *Annabelle Lee*, rating a tenth of a foot higher due to a slightly larger mainsail.

The latter rivalry would be more spirited than normal because Gannon Yachts used a rough hull and deck fabricated by Choate as the foundation for *Annabelle Lee*. So not only was the series a duel for sailing superiority, but would include an implied whiff of boatfinishing superiority, too.

Choate armed his boat with some of southern California's top talent, including helmsman Ron Love, and Ed Lawrence of Watt's Sails. Long Beach is their home waters, and Clute expected them to be the toughest competition. He was right about that.

One of the most frustrating problems we have with racing is figuring out what the heck course we're supposed to sail and where the stupid marks are. So when someone handed us the Race Week course sheet just before the first race, we scanned it over to make sure everything made sense. It didn't. There were an incredible 89 possible courses, all of which started at one of three marks. One of these was 'X', the only mark not labeled on the chart, and whose location description was meaningless. We shoved our head down into the nav. station where *Annabelle Lee*'s braintrust was in session, and mentioned the problem with 'X'. Don't worry, they said, we know where it is. Had they, Long Beach Race Week might not have sunk into quite the squalor it did.

Right from the start, however, the race committee demonstrated that they would need only periodic assistance in making a shambles of things. The first race was delayed for an hour and a half because not a single one of the 89 courses provided a starting line square to the wind. This, mind you, was from a race committee that had won the St. Petersburg Trophy for last year's Race Week, a national honor emblematic of race management excellence. But that was last

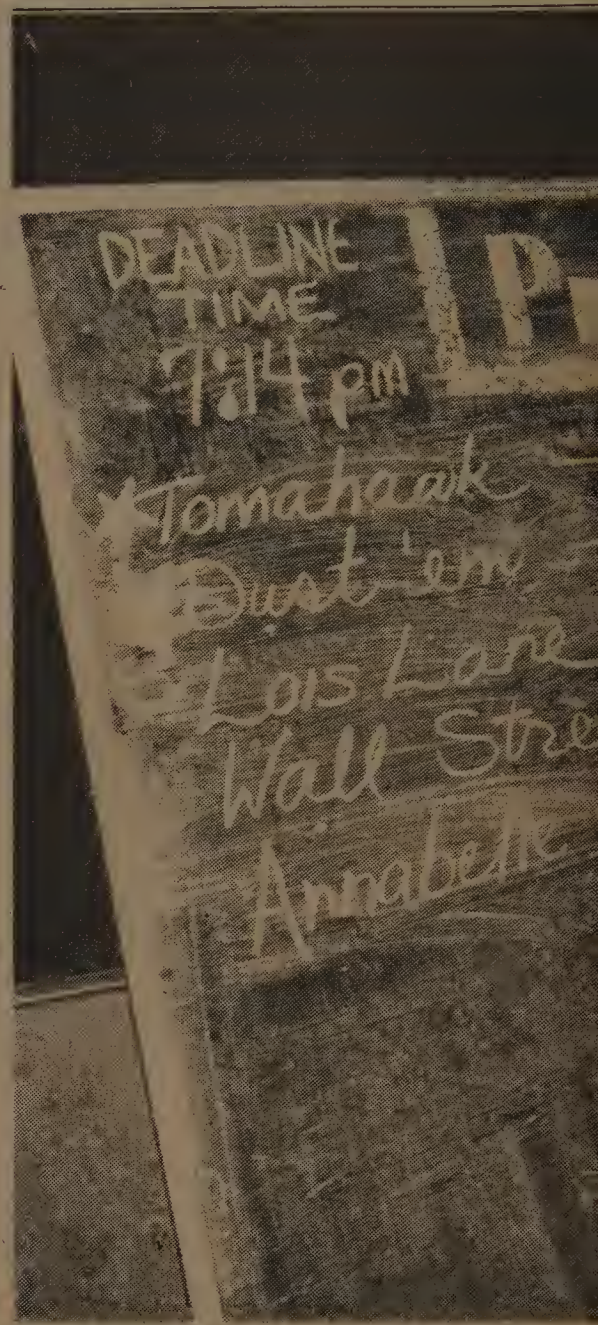
year.

When the wind finally shifted to conform with the course sheet, the race was started. Naturally 'X' was the first mark; and naturally nobody on *Annabelle Lee* really knew where the damn thing was. So it was only seconds after Lowell North had maneuvered us across the starting on an effective port tack that confusion broke out, confusion worthy of our most lame-brain Beer Can Race disaster. The net result of rereading the instructions for the position of 'X', debating its many possible connotations, and searching the horizon for a sign of a mark, was to conclude that 'X' was hidden behind an anchored freighter. We cracked off to get there.

Eventually it became clear that the tiny little flag hanging limp and blending in with the breakwater way back in the other direction was really 'X'. Before we knew what hit us, we were in 11th place and out of the hunt. Had it not been for a lucky windshift near the end, we never would have managed the 7th place finish we did. Rival Dennis Choate in *Brisa* had grabbed the lead at the start, and held on for the entire 31-mile course. Dee Smith sailed a fine race in Loube's *Bravura*, taking second.

The complimentary champagne delivered on the way back to the berth, the tasty hor'd oeuvres, the video tape replays of the race, and even a few drinks, were unable to erase the chagrin we felt at not being able to find the first mark. Clute, who sunk a good sum into the Week's effort, was hesitant, but finally felt obligated to protest the race committee for their unintelligible instruction. We sat down and penned the protest — for only the second time in our lives — amidst a thickening rum haze, and turned it in just seconds before the deadline. In protesting we were in good company; Dennis Conner had two appointments with the protest committee that night, as did first place finishers in two of the five divisions.

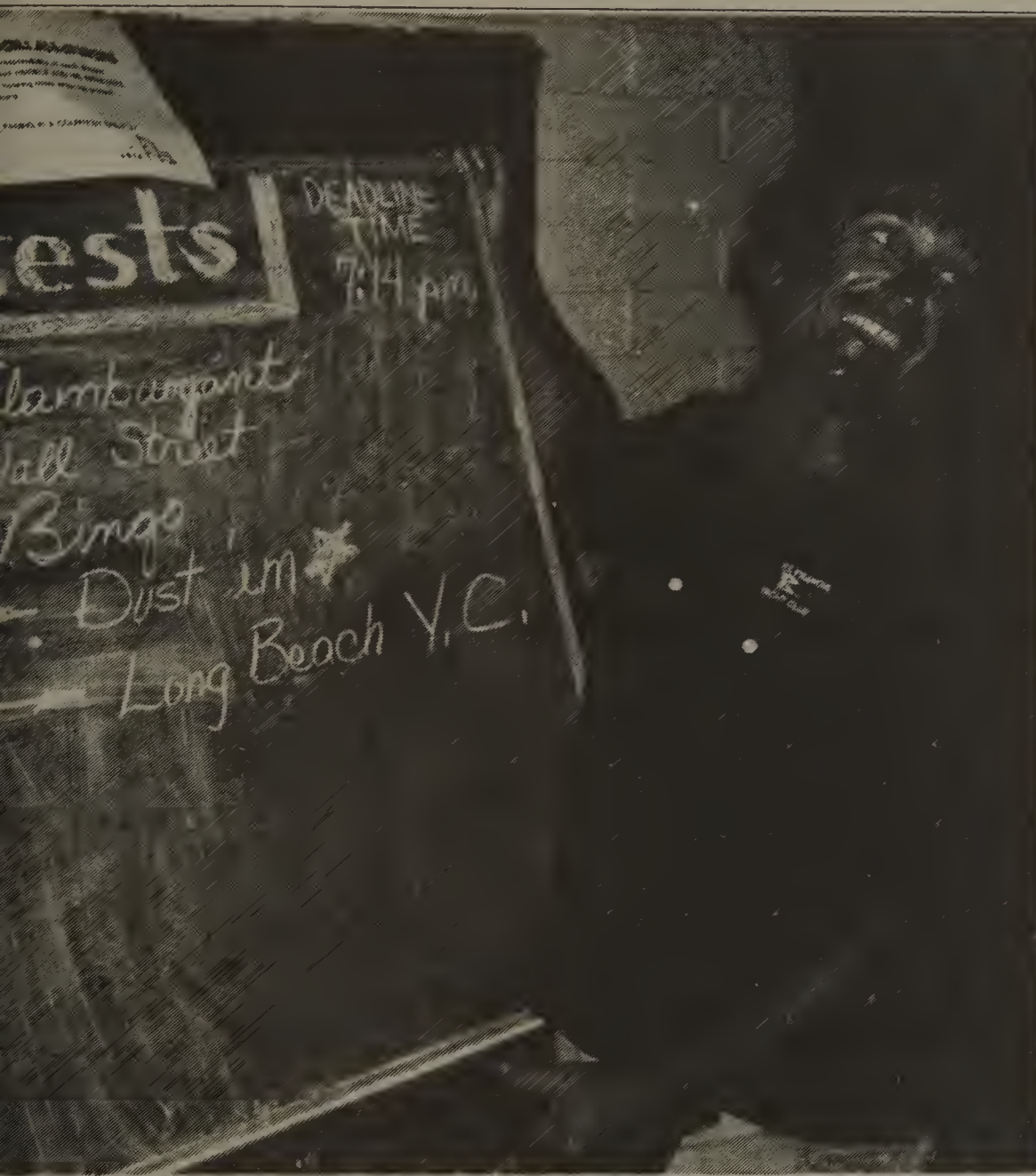
We won our protest to get the race thrown out, but it took two night's work. Heather Clute went in as the boat's representative the first night, and we hoped that her soft, feminine approach might prove an effective counterpoint to the previous fellow who'd nearly smashed down the club's front door while storming out in anger. But we were wrong. The protest committee listened politely, but denied the protest without even allowing witnesses — something they aren't



allowed to do. And we had witnesses coming out our ears; given half a chance, it was going to be a real dog and pony show.

In retrospect, it's hard to understand just why the race committee had so many problems all week long. Lord knows they tried hard, they had a big staff, they're experienced in handling important events like the Congressional Cup, and they had Harlan Moore as Committee Chairman. Harlan seemed as competent a guy as you could have in that position, and his demeanor and presence seemed to keep the lid on things when disorder appeared to be just around the corner. It was Harlan who agreed that our protest should be reheard after the second day's race.

Fortunately he decided to hear our protest



Bill Clute takes on the Race Committee.

first, because there were nine new ones scheduled after the second day's racing, including one between *Bravura*, *Aleta*, and *Brisa*, that has repercussions unresolved to this date.

Actually theirs was a boring sort of port-starboard protest, enlivened only by the fact that Choate — before our very eyes — informed *Bravura*'s Dee Smith that he would have Dee's legs cut off if Dee won the protest. No kidding! First he told Smith he was developing a bad reputation in southern California, then told him that if he won the protest he'd have his legs cut off.

In all fairness to Dennis Choate, he had won the first two races, and now as the result of our protest stood to see his first victory evaporate; and, as a result of *Bravura*'s pro-

test possibly could have that win taken from him, too. In this context it's easy to understand how one might verbalize ideas one should only fantasize about. At any rate things quickly quieted down.

As much as Dee was finding reason to dislike Choate (who built Loube's boat), Heather Clute was finding reason to think well of him. After we called in numerous witnesses for the rehearing of our protest, the race committee called in Choate, who had been first to the weather mark in question. Had Choate wanted to be the least bit devious, he could have claimed he knew where the mark was all along. But he didn't. This prominent local sailor, this member of the host club, this individual who stood to lose the most by having the race thrown out,

admitted he found 'X' by a fluke. Heather felt his testimony was the deciding factor in the committee's decision to uphold our protest and to throw out the first race. Walking past her on the way out the protest door, Choate whispered, "You owe me one." And owe him respect she did.

By this time we'd spent two evenings in suspense outside the door of the protest committee, a disheartening pastime if there ever was one. Nevertheless it was impossible to lose sight of how terrific the sailing had been those first two days. The winds were a little light, but mostly steady, and warm enough so you never needed a shirt. The sea was a serene blue, and the swells gentle — it was sensational! The slightly stronger winds the next two days made the remaining races even better.

One of the misconceptions cleared up for us during those first two days of racing was the amount of room there is on a 48-ft racing boat. There isn't much, not with a 15-man crew tightly bunched together to concentrate weight. In fact we'd raced on a Moore 24 with three people just a few weeks before, and it didn't have that much less elbow room.

Our responsibilities during the race were appropriately simple; release the windward running backstays at the start of a tack, and crank in the new windward backstay at the end of the tack. In itself it was easy, requiring nothing more than throwing a runner off one winch and grinding in 10 inches on the other. No, the real problem was getting from one side of the boat to the other, because it entailed trying to pass both big Don Kohlman and big John Slivka and then not interfering as they tailed the genoa sheet. After a couple of days developing traffic patterns, the boat's performance seemed to improve noticeably.

A terrific thing about sailing with such a talented and eager crew is that whatever needs to get done, does get done right away, and without the annoying bitching you'd get in more casual racing or from your wife or child. The headsails, for example, on a 48-ft boat are big and heavy, and sometimes before the start of a race we'd have to change back and forth between the light and heavy No. 1's several times. But it got done straight away, and without noises.

Once there was a foulup at the top of the mast during a spinnaker run. In two seconds Donny Anderson, the boat's aerial artist, had been hoisted to the masthead, fixed the problem, and was down on deck again. Then

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there was a tangle at the end of a spinnaker pole — boom, he's out hanging over the water fixing things and — boom, he's back on the boat. Great stuff.

Along with the sailing conditions, An-

nabelle Lee T-shirts were a big hit. Bright blue, they had the boat's name on the front, and on the back — in large grafitti letters — they read: "For a good time call Annabelle Lee (She's hot, fast, and nasty)". Clute sold a few shirts; other members of the crew tried to use theirs in bartering favors with young

girls, but the shirts weren't *that* popular.

By mid-series however, the *Annabelle Lee* shirts had been eclipsed. Warren Hancock, owner of *Altea*, had become so incensed when his and *Bravura's* protest against *Brisa* had resulted in *Aleta's* being thrown out, that he told Choate the next time he would sail right through *Brisa*, slicing her in half. Choate said he'd have to pay for it, and Hancock replied that he'd buy both halves.

So the new *Aleta* shirts read "I'll buy both halves", under a crude drawing of her having sailed right through a sinking *Brisa* from which a figure — presumably Choate — is saying, "I was on starboard the whole time." On the front is the wry inscription: "*Aleta*, new hope for the wretched."

What had happened on the course that day was that *Brisa* had again won; we on *Annabelle Lee* had improved and took second. *Bravura* had hit *Checkmate* on a port tack miscalculation and withdrew. Helmsman Dee Smith said it was a simple case of thinking he could make it when he couldn't; he said he was sorry but would simply have to try harder the next day. He did, and they won the next race.)

Since we'd succeeded in getting the first race of the series thrown out, the race committee ruled that there would be two races on Friday, with a single race on Saturday as scheduled. Apparently they decided the 89 possible courses they had already passed out wouldn't be sufficient, and handed out another 50 or so.

Besides course making, the race committee was thorough in the area of boat inspections. Because of the ruckus at this year's S.O.R.C., the Long Beach YC informed entries there would be spot checks each day to see that boats complied with equipment requirements.

Clute was paranoid that they'd inspect *Annabelle Lee* the first day — although it isn't paranoia when it's justified fear, is it? Everything was hunky dory though, except we couldn't prove the fuel tank was full except by taking an inspector to the fuel dock with us and topping it off. The tank was filled until fuel poured out the vent and all over the pit. We carefully finished wiping up the diesel when the inspector told us he hadn't been watching; so we ceremoniously pumped in two cents more, spilling fuel all over the pit again. On the bright side, the fuel attendant said the 2 cents was on the

Don Kohlman trims the tiny kevlar spinnaker sheet coming down on *Pendragon*.



house.

The three races during the last two days of Race Week were the best we've ever had, and opinion shared by some of the more experienced sailors. Choate said, "This is the best big boat racing ever in southern California", and the last three were the best of the best. What made it especially good for us on *Annabelle Lee* was that our performance kept improving, and we got to spend our evenings on the town and not in the protest room.

It was in that third race of the series that we got our first lead on the fleet and rival *Brisa*, confirming our suspicions that we were now sailing as well or better than them. Our lead however lasted only until the spinnaker run when our chute destructed in about 7 knots of wind. How is that possible you wonder?

Well this was no ordinary spinnaker, it was a light air secret weapon called a 'norcon' or some crazy name. Lowell suggested we hoist it, and laughingly added, "If it rips we can repair it with scotch tape." This spinnaker was a sensory chute if there ever was one; not only could you see through it, but it could make you deaf. What a racket! It sounded as though it were made of aluminum foil and wasn't much stronger. In two minutes it came down in pieces, forcing North to endure a host of "This is warranty isn't it?" jokes.

Several folks asked us what it's like sailing with North, he being a four-time Star Champion, founder of North Sails, and all that. Sailing with him is great, he's got an easy going personality and doesn't drag along any of the pretense from his achievements that you might expect. In fact the first morning he walked into breakfast wearing some white shorts and an old white knit shirt with a hole in it — how can you not like a guy like that? And the first thing he did was spend 10 minutes in a futile attempt to call the airport for detailed weather information. There's no prima donna in him at all, and during the week it became obvious that he was sailing because he enjoyed it, not as a business obligation.

Some folks refer to him using the nickname 'god', but that just didn't seem to fit. After all the 'book' on North is never to let him on your boat with a drill or marking pen; he has a devilish desire to relocate gear and scrawl.

His roommate didn't think he was any angel either. Lowell likes to read technical journals



Bill and Heather Clute, leading *Hawkeye* and *Brisa* on the last spinnaker run.

at night, first in a chair and then in bed. His roommate couldn't sleep, and tried to stop the practice by unplugging all the lamps and turning the air conditioner up all the way. When North came in he tinkered trying to get a lamp on, but it was so cold he had to jump in bed. He managed to find a light on the headboard though, and went ahead with his reading.

Out on the course North is a very active sailor, calculating laylines, the relative positions of other boats, the heading versus boat speed, the efficiency of sail trim, the point of sail on the next leg, and all that. But he's not so intense that he doesn't appreciate a good wisecrack or offer one himself.



It gets crowded when a boat is only 48-ft long.

Annabelle Lee was a loose boat because North was so easy to sail with. He was always willing to listen to suggestions and advice of other crew members and often sought out their opinions. Chief suggestion-maker was Paul Cayard, who is the kind of guy who thinks that being in first place is fine, but being in first place *and* dumping bad air on another boat is *really* great. What a killer instinct! Anytime a boat got remotely into position to take gas, Cayard's pupils would dilate, nostrils flare, and his breathing quicken. Sometimes North would agree with Cayard's schemes, and sometimes he wouldn't — but he always considered them; and that was no small feat because Cayard

had millions of 'em.

After we tore the norcon chute *Brisa* slipped a little ahead of us; Cayard took the wheel for a while and did a great job giving chase. For miles and miles this spinnaker chase went on; sometimes we were a hundred feet back, sometimes just a boatlength, and sometimes as little as 5 or 6 feet.

When we got this close some of the crew got jacked up and encouraged Cayard to "Drive it right up the old snoot!" You hang around these sailors for just a few days and you pick up some pretty good sailing lingo. Some of it simple and derivative. For example it was always 'spin gear' and 'bloop' as opposed to spinnaker or blooper. When you luffed someone up, it was always "taking them to China"; why China we never found out. A couple of good inside terms were 'hits' and 'knocks'; the former is more commonly known as a lift, the latter as a header.

However it was North who took the Week's award for the best individual chunk of lingo. A guy who is thrifty with his cursing, he put particular emphasis on things by periodically employing the word 'dogshit', as in 'Hey let's do something here, the main looks like dogshit'; or, 'Fall off, fall off a bit, our boatspeed is dogshit'. Clute in particular enjoyed that description and assimilated it right away. We wouldn't be surprised if it doesn't turn up on one of his business contracts someday; 'the aforementioned building shall not look like dogshit'.

After two races the crew on *Annabelle Lee* knew the boat a lot better, the helmsmen felt more comfortable with the lighter winds and seas, and people knew what to do when something looked like 'dogshit'. All we had to do now was win. Try as he may, Cayard couldn't quite get past *Brisa* after the norcon shredded, so we gambled trying to carry a chute on a close reach on the next to last leg. It didn't work and *Brisa's* bad guys sailed in ahead of us. Our boat for boat battle had been so distracting however, that *Bravura* slipped up close enough behind to take corrected time honors.

A day just couldn't go by without the race committee catching the wrath of somebody, and this day it was *Brisa* handing it out. They protested the committee for not setting the weather mark far enough out. We sort of laughed when they told us about the protest, but they were serious, and it eventually won the series for them.

Our backs to the wall, we had to win Friday's second race and the one on Saturday



to have a shot at first place. In the best winds of the week that's exactly what we did. They were exciting battles all the way with *Brisa*, and featured some terrific tacking duels along the breakwater, where you can get a great little lift if you're willing to sail so close that your keel is scrapping barnacles off the rocks. After the breakwater battle we went neck and neck out to sea, finally forcing *Brisa* to tack and take our stern when blocked by a fortuitously positioned freighter.

Up until this point we'd pretty much been the two boats at the front of the pack, but we were now joined by the rapidly improving but they'll-never-save-their-time-on-us Cal Maritime guys on *Hawkass*. It was boat on top of boat for miles and miles, and we brought *Annabelle Lee* across the finish just seconds after *Hawkass* and correcting out ahead of both them and *Brisa*.

LONG BEACH RACE WEEK



Lowell North, left, puts *Annabelle Lee* across the starting line just ahead of *Brisa*. Paul Cayard, is at right.

Figuring all we had to do was win again the next day for the series, everybody felt like going out and celebrating. One of the many great things about the Long Beach YC is its location in relation to other essential human services. It's sort of like an adult's playpen, because you can drink a few and walk to wherever you need to go without encountering any traffic. If you're going between the yacht club and the hotel, the hotel and El Torito (mexican food), the El Torito and the Rusty Pelican (pretty girls), or the Rusty Pelican and the Edgewater Hotel (pretty girls in rooms?) you only had to cross one four lane road. We don't know if the yacht club planned it out that way, but it works pretty well because you can have a good time and not worry about driving a car

or getting run over by a teenager in theirs.

Actually the biggest danger was the Hyatt House swimming pool which proved to be a mystical sort of companion during the Week. The day we checked it it was just a hole in the ground, seemingly weeks from completion. Cayard and Keefe observed a hallowed yachting tradition by placing several chairs in the bottom of pool the next night. In the morning the Mexican workers were sitting in, the chairs and it looked like it might be years before it was finished. But darned if that pool wasn't completed and filled with water two days later!

It was strange, but no stranger than the fate that befell us the next night. During the day we grabbed the lead in the last race and had trouble locating the weather mark. For good reason, it was in the back of a powerboat that suddenly dumped it in the water to

leeward of us. Geeezzzzz!!!! We managed to hold onto a boatlength lead over *Hawkass* and another length over *Brisa* as the race took a scenic path past the *Queen Mary* and smack dab through the center of a popular anchorage.

Like the day before, we finished just behind the *Hawk* and just ahead of *Brisa*, correcting out first. We figured we had the Series by a quarter point and Choate's wife motored by with a friendly, "You did it". But we'd been fooled by the swimming pool at the Hyatt House and knew it could happen again. And it did.

Four hours after the last race two protests involving *Brisa* from earlier in the week were decided in her favor. The first, a rehearing of the *Brisa*, *Bravura*, *Aleta* fiasco resulted in *Aleta* being reinstated but *Brisa* not being thrown out. How two protests could result in no penalty was a mystery we were never able to unravel. In the second action, the race committee allowed Choate's protest that the first race of the previous day had a weather mark set too close in. This required the time allowances to be recalculated with the net result that *Brisa* got a 2nd instead of 3rd in that race, while *Annabelle Lee* stayed in 4th.

That one point *Brisa* had given to them four hours after the last race was just enough for them to knock us out of first.

Losing a series because the race committee mislocated a buoy the day before makes you want to crack your head against a wall. We on *Annabelle Lee* felt no ill-will against *Brisa*, but felt we'd been robbed. What can you say but 'Wait 'til next Week!'

Choate, who had been very cocky earlier in the week, was subdued and conciliatory in victory. It wasn't the kind of win you could feel too triumphant about.

It had been the best of Race Weeks because the conditions had been so damn good, because our racing with *Brisa* had been tight and clean. It was the worst of Race Weeks because no matter how hard the race committee tried, they just couldn't get untracked; and what made it worse was that the Long Beach Yacht Club had been such terrific hosts.

As for the sailing, you could say what Charlie Dickens did in his *Two Tales*, "It is a far, far better thing that I do, than I have ever done." And as for going to bed that last night after an exhausting week, "It is a far, far better rest that I go to than I have ever known."

— latitude 38

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50' WOODEN CUTTER — German built 30's entirely rebuilt 79. 2 private dbl. cablins, eng. driven freezer, grnd tackle galore. Just finished year of V.I. chartering. This boat is equip. to go anywhere. Liveaboard. \$85,000. Call 254-3585 for details and appt. to inspect.	25' MAHOGANY SLOOP Classic cruiser/racer, 9 sails, all electronics, sleeps 4, with Sausalito berth, immaculate. By owner. (415) 461-7000, any day/time	ROBERTS/SCHUMACHER 55' Ctr. ckpt., Airex cored f/g yacht w/3 cabin & 2 head layout. Buy as sailaway in water w/eng., tanks, bulkheads, cabin sole, partial interior, anchors, sails, spars, deck hardware installed. (408) 739-3178 Home (415) 967-8451
CREW Extended South Pacific adventure cruise. Lux. 40' Cheoy Lee Yawl. Room one interesting clean guy. No pot. 461-5560 332-4266	26' THUNDERBIRD SLOOP Beautiful condition! Built 1966, Kensetsu Yard, Japan. Aux. 6 hp o.b., 2 burner alcohol stove, icebox, legal head, prettiest T'Blrd on the bay! \$6,400. 339-8037	FARALLON CLIPPER 38' Stephens sloop. Built '60, exc. cond., Westerbeke dsl., 10 bags of sails, Delta awning & many other accessories. VHF, RDF, knot/speed, & d.s. Write: C. Flemming, Box 1833, Sausalito, CA 94966 (415) 664-1275 eves
FUN GLADIATOR 24 Wkender or racer; large cockpit. Trim blue/white wine glass hull, head, slps 4, main, 2 jennys, jib, spin., lifelines & pulpits. New k.m. & fatho. 1 hr. use, new blue Evinrude 6.6 ... \$7,900. Eves 342-6544	O.B. MOTOR — EVINRUDE 4 HP LONG SHAFT Used by a sailing purist who hates the sound of engines. Very, very, very few hours. \$395. Call Jerry at (415) 886-1618 & leave a message on my idiot answering machine.	PARTNER WANTED! '80 Ericson 25 + . So. S.F. berth. Features: dsl., VHF, RDF, Combi depth/knotmeter, dodger, 1/2 share costs \$2,000 down plus \$236.50 per month. Slip rental Included! 871-1428 days 873-1428 eves. Ask for John
'77 HANS CHRISTIAN 34' By owner. \$66,500. (415) 454-7752	GAFF RIGGED CAT BOAT Classic centerboard weekend cruiser. 15 1/2 x 7 1/2 Dacron sail, polypropylene covered marine plywood and mahogany hull. With motor and trailer — \$2500 or offer. (415) 447-2434	VEGA 27 — EXCELLENT CONDITION Sausalito berth, Albin gas inboard/bristol. Self-tending jib & 4 other headsails. 2 mains, VHF, d.s., speedo & many extras. Bottom painted 1/81. \$16,600/firm. 435-1130 nites/weekends
CUSTOM 24'3" OFFSHORE SLOOP 20' WL, 10' beam, 3100 lbs disp., built in 1976. 8 Watts sails, autopilot, inboard, VHF. Very well equipped, built and rigged. Excellent single-hander. \$12,000/offer. (415) 769-8848	CHRYSLER 26' SLOOP WITH E-Z LOADER tandem trailer, 2000 lb swing keel — great for delta, stand. headroom, slps 6, fully enclosed head, galley, VHF, RDF, elec. start o.b. w/alternator, bristol cond., in dry storage. \$16,800/offer. (408) 335-2393 or 335-4572	1973 CORONADO 27' SLOOP Roomiest, most comfortable 27' afloat. Custom teak interior, beautiful boat, terminating 40 years of boating. \$12,800. Call Mr. Bennett for large inventory. Days: (408) 758-7240; Eves: (408) 449-1908
For Sale or Trade for Nordic Folkboat or similar 3/4 ton 79 Chev. Truck — 18K miles, dual tanks, AK pwr, str-power disc brakes, heater, Scottsdale mdl. Have cash for any diff. Must have slip avail. J. Gorst, 1050 W. Capitol Ave., no. 71, W. Sacto., CA 95831 (916) 372-5960	16' EDSAN Exc. condition, 7 hp O.B., two sets of sails, cabin trailer w/extension, twln lead bilge keels. \$2000 B/O-Trade. Call (408) 266-5262 or 867-2536	NEWPORT 20 '68, Gary Mull design. Main, jib, genoa, spin., whisker pole, galley, head, dinette, pulpit, jib & spin., halyards led aft, 6 h.p. Evinrude, new paint, & more. \$4950. After 6 p.m.: (415) 655-7115

<p align="center">SEAFARER SAILING CLUB</p> <p>We have only one membership available out of a total of six for the 1981 sailing season! Treat yourself to sailing an Islander 36' in great condition and workfree, out of the Berkeley Marina. Only 1/5th the cost of ownership! Call Al at (916) 756-7485 or (916) 756-3918 ansaphone.</p>	<p align="center">DEPENDABLE WORK REASONABLE RATES</p> <p align="center">MICHAEL LORD MARINE ENGINE & ELECTRICAL INSTALLATION, MAINTENANCE, REPAIR OAKLAND (415) 653-2827</p>
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<p align="center">MARINE SURVEYOR</p> <p align="center">FRANK OLIVEIRA</p> <p>Call Before 9AM or After 6PM Available Seven Days a Week (415) 388-2239</p>	<p align="center">MARINE SURVEYOR APPRAISER</p> <p align="center">JACK MACKINNON</p> <p>Call anytime (415) 276-4351</p>
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<p align="center">HARRIET'S SAIL REPAIR repairs * cruising sails * custom canvas work 555 Illinois St. S.F. 863-2945 Agent for  Jotz Sails</p>	<p align="center"> READY OUTBOARD SHOP 245 Gate Five Road, Sausalito NEW AND USED MOTORS Inflatable Dinghies and Tenders (415) 332-5233 9-5 Tuesday-Saturday</p>
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<p align="center"> EXTENSIVE SELECTION OF SAILING BOOKS — New & Used — THE LITTLE WILLOW 207 Caledonia St., Sausalito, CA, 94965 (415) 332-3824</p>	<p align="center">Custom Boat Lettering </p> <p>Order your durable "Dry Paint" — boat lettering, individually designed according to your specifications, selecting from over 400 color combinations on our convenient order blank! Registration numbers and speciality art too! A to Z Signs & Graphics, 104 G St., San Rafael, CA 457-1849</p>
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Seair Sailing (415) 781-2997

*Lancer
Dealer*

**Property Trades Wanted
Charter/Leasebacks Available**

— SAIL —

— SELECTED BROKERAGE —

— SELECTED BROKERAGE —

— SAIL —

31' Pearson	45,000
33' Yamaha	60,000
34' Cal, o.w.c., money maker in charter	51,000
35' Pearson, o.w.c., owner desperate	61,500
36' Islander	2 avail. 58,500
37' Irwin	81,000
37' Gulfstar, gd. charter boat	78,000
37' Hunter	68,000
39' Cal, loaded	99,500
40' Alden cutter	58,500
40' Valiant, '79, U.S.C.G./26 pass.	Offers
41' C&C	90,000
41' Freeport	125,000
41' Morgan, '78, exc. cond.	99,500
42' Pearson	129,000
44' Lapworth Islander, custom	87,500
45' Columbia	89,000
46' Alden Cutter	58,500
48' Alden Cutter, classic wood cruiser	69,500
57' Custom Yawl	58,000
— POWER —	
30' Trojan	16,000
32' Grand Banks	59,000
32' Trojan SprtFshr	55,000
36' Trawler Roughwater	49,500

Pier 39, Dock G, San Francisco, CA 94133

EDGEWATER YACHT SALES, INC.

1306 BRIDGEWAY

SAUSALITO, CALIFORNIA 94965

(415) 332-2060

20' CAL — full race/Sausalito berth	\$ 5,500
25' TRITT DESIGN — i.b. eng., Sausalito berth	try 3,200
25' FOLKBOAT — dsl., 4 sails, vane	7,250
25' PIVER TRIMARAN	only 5,000
25' BROWN TRIMARAN — a bargain	11,000
25' THUNDERBIRD SLOOP — full race	6,250
25' STEPHENS BUILT JR. CLIPPER — i.b. eng.	7,500
25' FOLKBOAT — clean and well equipped	6,000
28' PEARSON TRITON — like new and loaded	try 15,000
28' BARNEY NICHOLS BUCCANNEER — Sausalito berth	8,500
29' COLUMBIA MKI — full keel	try 15,000
29' CUSTOM CASCADE — Volvo dsl.	ask 29,500
30' LANCER — dsl., cruising gear	ask 29,500
30' WINDWARD — dsl., lots of gear	24,500
30' SPARKMAN & STEPHENS NORTHSTAR	ask 25,000
30' BARNEY NICHOLS — AMERICA	only 16,000
30' BOMBAY PILOT MOTORSAILER	asking 49,500
30' S.F. BIRD SLOOP — super buy	8,900
32' FUJI KETCH — loaded — outstanding buy	59,000
34' COLUMBIA — cruising sloop, loaded	try 26,500
35' ERICSON MKII — full race and cruise	49,500
36' CROCKER SEA DAWN — ketch	try 23,000
37' ISLANDER MOTORSAILER — diesel, etc.	49,000
37' IRWIN CENTER COCKPIT — dsl. sloop — repo.	offer
37' STEEL CUTTER — super cruising rig	68,000
38' STEPHEN FARALON CLIPPER — dsl.	52,950
42' SPINDRIFT CUTTER — '81, tri-cabin	99,500
44' PETERSON — tri-cabin, cutter	asking 125,000
45' DOUFOUR MOTORSAILER — ketch, 1977	219,500
45' BREWER KETCH — tri-cabin layout	try 90,000
50' COLUMBIA — yawl, fully equip. to cruise	94,600
51' GARDEN KETCH — owner is a perfectionist	75,000
53' LAPWORTH — twin dsl motorsailer ketch	155,000

WE GUARANTEE A BERTH WITH EVERY BOAT WE SELL — NEW OR BROKERAGE

26' BALBOA, 1974	\$ 15,000
27' ERICSON, 1974	21,000
27' O'DAY, 1979, DIESEL	27,000
27' C&C, 1979, DIESEL	29,900
29' ERICSON, DODGER, (5) SAILS	26,850
30' CATALINA, 1976, EXCELLENT	31,000
32' CHALLENGER, 1976, DIESEL	47,000
32' TRAVELLER CUTTER (U.S.), 1977	53,500
35' ERICSON SLOOP, DIESEL	44,500
35' YORKTON PH CUTTER, 1976	54,000
35' CHALLENGER KETCH, 1977	55,000
36' MARINER KETCH, 1979	76,000
36' "S-2" SLOOP, 1979	78,000
36' PEARSON "365", 1978	79,950
37' TAYANA CUTTER, 1977	78,000
40' CHALLENGER CUSTOM SLOOP, 1972	75,000
44' ISLANDER SLOOP, 1975	90,000
45' FREEDOM KETCH, 1978	190,000
50' GULFSTAR KETCH, 1977	199,500
50' COLUMBIA, YAWL, FULL KEEL	94,600

WINDSHIPS

of 54 Jack London Square

Oakland

(415) 834-8232

BROKERAGE

48' TARTAN — '73, Custom racer/cruiser by S&S; loaded	\$155,000
47' OFFSHORE — '73 Dsl. ketch by Cheoy Lee; huge inven.	135,000
47' PERRY CUTTER — '80 Caribe w/est. Charter biz & berth	159,000
42' WESTSAIL — '76 Ketch; huge inven. of cruising gear	150,000
41' MORGAN OUT ISLAND — '78 Sloop; roomy liveaboard/cruiser	115,000
41' CHOATE — '77, full race inventory - & prof. maintained	90,000
41' ISLANDER/GURNEY — '73 sloop w/excel. inventory & clean	89,000
38' DOWNEAST — '75 Cutter; roomy, offshore cruising	79,000
36' STEEL CUTTER — '78, has been recently cruised to So. Pac.	68,000
36' COLUMBIA — '72, very clean, owner demands immed. sale	OFFERS
36' ISLANDER — '75, Dsl. sloop w/assumable berth	60,000
35' ERICSON — '74, shows like new; Seller Anxious!	45,000
35' SANTANA — '79, super clean; never raced; huge inventory	74,500
34' PETERSON — '78, fast & beautiful; clean & well equipped	65,000
32' CHEOY LEE — '78 Sloop; dsl. + cruising inventory	62,000
32' CHALLENGER — '75, Dsl. sloop; roomy liveaboard/cruise	45,000
32' ISLANDER — '77 Sloop; 2 boat owner must sell Immediately!	OFFERS
31' CAL — '79 Dsl. sloop rigged for offshore singlehanded	52,000
30' ERICSON — '80 Dsl.; Barients; Combi; plus much more	49,900
30' HUNTER — '80 Dsl.; very nice; Owner going to bigger boat	42,500
28' SANTANA — '78 Sloop w/Dsl. & Custom rigged; super clean!	33,500
27' O'DAY — '75 Sloop w/inboard — Spotless! Assume berth	24,500
27' ERICSON — '72 Sloop; Owner will consider serious offers	OFFERS
25' PACIFIC SEACRAFT — '78 Dsl. Slp.; teak deck & cockpit	19,900
23' RANGER — '77, Barely used at all! Never raced. Berth too!	13,900

OFFSHORE POWER

48' DEFEVER — '59, Lindwall const., outrageous inven. l Steal!	135,000
36' GRAND BANKS — '72 w/single dsl.; prof. maintained. Nice!	OFFERS

WIND CIRCLE SAILING YACHTS, INC.

1210 Brickyard Cove Rd., Pt. Richmond, CA 94801

(415) 234-1154



KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor, 557 Francisco Blvd.
San Rafael, CA 94901 (415) 456-1880

Insurance

July is **WOODEN** Boat Month
at KPYB

19' Teak Lady.....	\$7,000
25' Cape Cod Cat Boat.....	25,500
25' Vertue-Giles Classic.....	26,000
26' Clark sloop, inboard.....	12,500
28' Kings Cruiser — diesel.....	12,500
30' Mod. H-28..... 2 from.....	22,500
30' Bird Boat — Bay classic.....	8,900
30' Friendship sloop.....	35,000
32' Eric Cutter.....	45,000
33' Sea Sprit ketch.....	46,500
34' Scandinavian d/e sloop.....	34,000
36' S&S Sloop.....	29,250
36' Nereia ketch.....	49,000
40' Alden motorsailer.....	68,000
40' Maine Schooner in Hawaii.....	45,000
40' Mariner ketch — equipped.....	79,500
41' S&S Yawl.....	69,500
43' 30 sq. Meter — Master Mariner Vet.....	15,000
46' Alden Cutter.....	58,500
50' Force 50.....	135,000
55' Meese, Custom Ketch.....	150,000

Other Wooden Boat
Listings to Choose From

BOB TEFFT CRUISING

415-332-3690



2829 BRIDGEWAY, SUITE 201, SAUSALITO, CA. 94965

SELECTED LISTINGS

25' Friendship sloop, 1975, 12 hp diesel, like new.....	\$28,000
28' Angelman gaff cutter, 1970, excellent character.....	18,500
27' French Regent sloop, 1970, singlehanded Hawaii, back.....	27,500
27' Buchanan ketch MS, 1967, Perkins dsl., neat.....	\$18,959
28' Westsall, 1979, good gear, price reduced to.....	34,500
30' Friendship sloop, 1964, very well maintained.....	35,000
31' Angelman schooner, 1962, Isuzu 35 hp dsl., cruise vet.....	41,000
33' Pearson Vanguard sloop, 1964, lots of gear.....	36,000
34' Hanna Gulfweed ketch, 1973, Arles, A/P, loaded.....	85,000
36' Halvorson "PEER GYNT" cruising sloop, very nice.....	65,000
36' Seward steel cutter, 1978, no-nonsense, clean.....	88,000
37' Tayana cutter, '76, lots of gear, serious seller.....	65,750
40' Linderman cruising sloop, 1967, Arles, exc. saller.....	65,000
40' Alden cutter, 1935, just returned, Arles, exc.....	58,500
42' Alden cutter, 1940, completely refurbished.....	49,000
45' Hand schooner, 1929, cruise vet, will pass survey.....	58,000
46' Campos heavy double-ender, 1949, strong & roomy.....	65,000
47' Cheoy Lee ketch, 1973, radar, A/P, must be sold.....	135,000
50' Columbia yawl, 1966, Tahiti & back 4 times.....	94,800
52' Mower ketch, Wilbo built 1938, able & spacious.....	65,000

SPECIALIZING IN OFFSHORE CRUISING BOATS — Over 100 listings

Particulars are believed to be correct but are not guaranteed;
subject to price change, prior sale or withdrawal without notice.

Jane Rundell
Broker



Richardson Bay
YACHTS & INSURANCE

Clippers Yacht Harbor, Foot of Harbor Dr., Sausalito, CA 94965
(415) 332-3855

OPEN 7 DAYS A WEEK
From 9 a.m. to 5 p.m.

SELECTED BROKERAGE

SAIL

47' CHEOY LEE KETCH, '73.....	\$135,000
45' BREWER KETCH, '79.....	115,000
42' AFT CABIN SLOOP, '80.....	89,500
36' PEARSON 365 KETCH, '76.....	79,500
36' POLARIS, NEW, BASE BOAT.....	74,900
38' STEPHENS F. CLIPPER.....	66,500
32' ISLANDER, '77.....	52,000
32' ERICSON, '70.....	34,200
28' HALLBERG SLOOP, '58.....	22,500
28' COLUMBIA.....	19,500
27' ERICSON, '73.....	22,500
26' DAWSON, '75.....	19,950
23' ERICSON, '70.....	7,000

POWER

60' CHRIS ROAMER.....	550,000
50' CHRIS CONNIE.....	139,500
47' C&L SEA RANGER.....	175,000
42' UNIFLITE SPORTFISH.....	195,000
42' CHRIS CONNIE.....	85,000
41' TRAWLER CHB.....	89,500

PETER JONES YACHT BROKERAGE

(415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

SAIL

42' FELLOWS & STEWART '38. Cutter, fir on oak.....	INQUIRE
41' YANKEE CLIPPER. F/G ketch, dsl., lots of gear, for fast sale.....	INQUIRE
40' TRINTELLA. '72 aft cabin ketch. Perkins dsl., autopilot, vane, & much more. European design built & maintained to highest standards w/berth in S.F. W. harbor.....	140,000
40' CAL '65. Wheel, auto., 7 bags, teak sole, very nice.....	\$66,500
40' ALDEN CUTTER '35. Volvo dsl., 9 sails, lots of cruising gear.....	\$58,500
39' CAL. '80, Perkins dsl., Barients.....	\$115,000
36' STEEL CUTTER. Dsl., vane, back from Marquesas.....	\$68,000
35' PEARSON '69. Bill Shaw; clean, organized cruis'g boat, dsl., extras.....	\$54,000
34' CUTTER. '34 double-ended, Mexican veteran.....	\$14,000
34' TARTAN. '74, S&S keel, ctrbrd. design w/auto, windlass, lots more.....	\$42,500
33' PEARSON VANGUARD. Very clean.....	\$33,500
32' ERICSON '70. Wheel, refrigeration, pulpits, etc.....	\$33,300
32' ATKIN CUTTER. Saab dsl., vane, very creative financing.....	\$26,500
30' YANKEE. '72, very clean with super rig.....	\$35,000
30' DUTCH SLOOP. '59, Mahogany on oak, San Francisco slip.....	\$21,000
30' SPARKMAN&STEPHENS SLP. by North Star. Whl. steer'g.....	\$25,000
30' OLSON '80. Gleaming and super fast.....	INQUIRE
30' DUFOUR ARPEGE. '69, cruise ready, fast; dodger, sails, dsl., elec.....	\$29,900
30' WINDWARD '67. F/G, roomy cruising sloop w/diesel.....	\$23,000
28' SANTANA '78. Extremely clean, well equipped.....	\$33,500
27' SANTANA '69. Spinnaker, 3 jibs, VHF, Evinrude o.b.....	15,000
26' INTERNATIONAL FOLKBOAT '70.....	\$15,000
26' DAWSON. Aft cabin, shoal draft cruising ketch, inboard.....	\$19,000
25' SANTANA 525 '77. Headfoil system, spinnaker, Volvo o.b.....	\$13,800
25' O'DAY. Honda o.b., 3 sails, & Sausalito berth.....	\$13,500
25' PETERSON '76. Like new, much gear & possible S.F. slip.....	\$18,500
24' MOORE. Super equipped, super clean, super fast.....	\$19,500

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable bizarre Snafu, please call & list your boat.



_BROKER

SKIPPER'S

Yacht Sales

WE HAVE ONE OF THE LARGEST INVENTORIES
IN THE BAY AREA

Select Brokerage Listings



RAFIKI 37 Diesel cutter, 1977; 6 bags of sails, custom interior; vessel is in perfect condition and priced to sell!! Listed at \$78,500.



NEW PETERSON 34 (sistership) — AT OUR DOCKS — Call for Details.



ISLANDER 44, 1975. Dsl.; want to sail to Hawaii in 13 days at an average of 10 knots? Come look at this gem & drool... If you want an Offshore Vessel — THIS IS IT!! \$89,000.

17' MONTGOMERY w/trailer.....	\$ 6,000
20' NEWPORT.....	2 from 4,000
20' BAY LADY.....	3,450
20' PETERSON MERMAID.....	4,500
20' CAL.....	6,000
21' BAYLINER BUCCANEER.....	6,000
21' VENTURE w/trailer.....	2 at 4,000
21' RUSSELL MARINE.....	5,000
21' VICTORY w/trailer.....	2,500
22' RANGER.....	8,350
22' REINELL SLOOP with trailer.....	5,750
22' CATLINA.....	6,200
22' SANTANA.....	7,000
22' TANZER with trailer.....	9,000
22' BRISTOL.....	6,500
22' COLUMBIA.....	2 at 5,500
23' HANNA GULFWEED SLOOP.....	6,000
23' RANGER.....	12,000
23' CLIPPER MARINE.....	5,900
24' BRISTOL SLOOP, dsl.....	16,000
24' J-24.....	13,779
24' FARR 727, 1/4-ton slp.....	14,500
24' ISLANDER BAHAMA.....	7,000
24' COLUMBIA CHALLENGER.....	6,000
24' BRISTOL owner carry.....	12,500
24' COLUMBIA CONTENDER.....	4,000
24' 7" SANTANA 25' 1/4 TON.....	13,900
25' SPITZGATTER OFFSHORE CRUISER, dblend, dsl., slp.....	13,950
25' CORONADO.....	3 from 8,700
25' LANCER.....	16,900
25' SEXTANT, 1969, dsl., f/g.....	asking 13,350
25' RAWSON MONK SLOOP.....	8,400
25' VENTURE.....	2 from 5,500
25' CATALINA.....	16,500
25' SEILDMANN DSL SLOOP.....	23,500
25' SANTANA 525.....	2 from 14,000
25' TRIMARAN.....	4,500
25' NORDIC FOLKBOAT.....	2 from 6,500
26' CHEOY LEE, dsl., slp.....	18,000
26' EXCALIBUR RACING/CRUISING SLP.....	9,500
26' PEARSON ARIEL.....	15,000
26' PEARSON ONE-DESIGN.....	17,500
26' PEARSON COMMANDER.....	10,500
26' GRAMPIAN.....	15,000
26' COLUMBIA MKI.....	10,500
26' RANGER.....	16,300
26' S-2 aft cockpit slp.....	20,000
26' INTERNATIONAL FOLKBOAT.....	2 from 15,250
27' NOR'SEA aft cabin slp., dsl.....	45,600
27' CAL 2-27.....	28,500



NEW 34' AFT CABIN FORMOSA SLOOP — Volvo dsl., walk-through to aft cabin! Lots of teak, fully equipped. \$72,000.



Special of the Month!

27' ISLANDER, 1969. A great deal for buyers looking for a fast 27' Sloop. Can be lots of fun on the Bay!! Priced reduced to \$14,500.00/Make Offers.

27' ISLANDER.....	14,500/offers
27' C&C.....	29,900
27' CATALINA, '80.....	22,500
27' ERICSON.....	2 from 21,000
27' ALBIN VEGA.....	2 from 18,000
28' 6" PEARSON TRITON.....	21,000
28' LANCER SLOOP.....	19,500
28' PEARSON.....	25,500
28' NICHOLS BUCCANEER.....	9,995
29' COLUMBIA 8.7.....	2 from 33,000
29' ERICSON.....	27,000
30' AMERICAN SLOOP, Nichols design.....	16,500
30' CAL.....	25,000
30' H-28 MODIFIED KETCH.....	2 from 19,900
30' PACIFIC, Nichol design.....	14,000

30' ALBERG ODEYSSEY Yawl, dsl.....	27,500
30' CLIPPER MARINE.....	2 from 15,000
30' RAWSON PILOTHOUSE slp., dsl.....	56,000
32' WOOLACOTT DESIGN, dsl., aux. slp.....	22,000
32' STEEL AFT CABIN slp., dsl.....	35,900
32' ISLANDER.....	51,000
32' CHALLENGER, slp., dsl.....	47,000
32' PEARSON 323, dsl. aux., slp.....	59,500
32' 6" PEARSON VANGUARD.....	2 from 35,000
33' GAFF-RIGGED CUTTER.....	12,000
33' RANGER AUX. CRUISING SLP.....	45,000
34' TARTAN SLOOP.....	44,000
34' FORMOSA AFT CABIN, slp., dsl., '80.....	72,000
35' PEARSON ALBERG.....	37,000
35' S-35, diesel.....	23,500
35' WILLARD aux. slp., dsl.....	78,500
35' CAL.....	2 from 59,000
37' GULFSTAR DSL. AUX. CRUISING SLP.....	78,500
37' IRWIN MK V ketch, dsl.....	90,000
37' RAFIKI, cutter, dsl.....	2 from 78,500
38' FARALLON CLIPPER, dsl.....	50,000
39' IRWIN CITATION, dsl.....	63,500
39' ALLIED MISTRESS ketch, dsl.....	95,000
39' INGRID DBL. END KETCH.....	55,500
40' MARINER KETCH, dsl.....	85,000
41' CHALLENGER KETCH, dsl.....	105,000
41' YANKEE CLIPPER, dsl.....	75,000
41' MORGAN, aft cabin, slp., dsl.....	97,000
41' BENNETT FLUSH DECK, ketch, dsl.....	47,500
41' CT 41' aux., ketch, dsl.....	2 from 75,000
42' FORMOSA SLOOP, dsl.....	81,000
43' WESTSAIL, ketch, dsl.....	150,000
44' ISLANDER KETCH, dsl.....	89,000
44' SEA WOLF TRUCK CBN ketch, dsl.....	116,000
44' RHODES MOTORSAILER, twin dsl.....	110,000
44' HARDIN BOUNTY ketch, dsl.....	110,000
44' PETERSON cutter, dsl.....	115,000
45' PORPOISE DSL. KETCH.....	175,000
45' FREEDOM KETCH, dsl.....	189,500
45' SPARKMAN & STEPHENS M/S, dsl.....	55,000
45' FRANZ MAAS CTRBRD. YAWL.....	110,000
46' LIDO CTR. COCKPIT yawl, dsl.....	69,500
50' HARTOG AUX. SCHOONER.....	26,000
50' PEREGRINE (Contessa), dsl. slp.....	110,000
51' FORMOSA PILOTHOUSE ketch, dsl.....	156,500
52' 8" PASSAT, aux. ketch, dsl.....	120,000
55' ROBERTS 550 ctr. ckpt. cutter, dsl.....	145,000
60' HARTOG CUTTER (Hull).....	20,000
60' BURGER (Rhodes) CTRBRD. YAWL, dsl.....	200,000
61' ANA MARIA gaff-rigged slp., dsl.....	225,000

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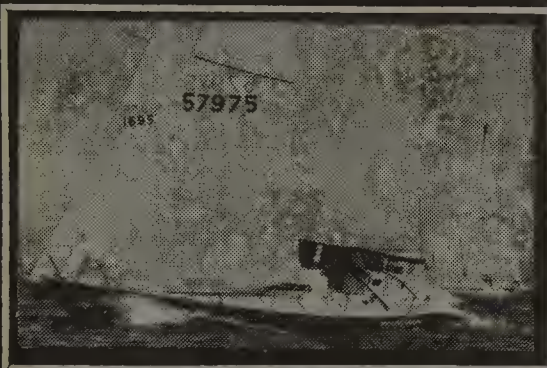
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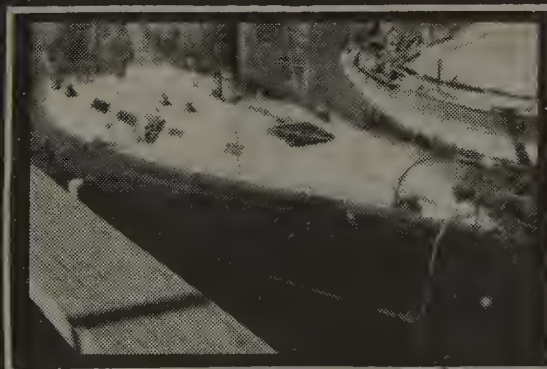
ISLANDER 36 — The most popular one-design in the bay. Diesel power, shower, electronics, very well equipt. Seller motivated.



"PENDRAGON" — World $\frac{3}{4}$ & 1-Ton Champ, incredible sail inventory, own a custom racer & win the Danforth Series or ? Call us today for details on this winning boat.



SWAN 43 — Classic S&S-design, outstanding cruiser w/jib furling, anchor, windlass, etc., beautiful cond., Nautor const., detail & value at it's best. Asking \$139,000.



PETERSON 34 — Incredible performance w/one-design racing. Super well equipt w/all the toys. New Royal Blue paint job. Priced way below market at \$59,900.

City yachts

SAIL

22' COLUMBIA	\$ 5,800 *
22' SANTANA	2 from 7,000
22' HOLLAND MINI-TON	13,800/offer
23' ERICSON	8,250 *
23' KELS COASTER	7,700
24' J.	2 from 13,700
24' NORTHSTAR	2 from 17,000
24' SAN JUAN	13,500
24' NIGHTINGALE	12,900
25' CAL	7,900
25' JR. CLIPPER	offer
25' NORDIC FOLKBOAT	6,000
25' KILLER WHALE	13,000
26' THUNDERBIRD	offer
26' PEARSON COMM.	10,000
26' S-2	19,500/offer
26' COLUMBIA	2 from 13,750 *
27' CHEOY LEE O/S.	24,000
27' SANTA CRUZ	17,900
27' MULL CUSTOM	18,000 *
28' O'DAY	28,900
28' WYLIE	27,000
29' CHEOY LEE	26,500
29' HERRESHOFF	30,000 *
29' COLUMBIA	35,000
30' IRWIN	45,000
30' MORGAN	29,900
30' HERRESHOFF	29,500
30' BURNS $\frac{1}{2}$ TON	39,500
30' PACIFIC	12,500
30' CUSTOM C&C	35,500
31' AUXILIARY CUTTER	offer
32' VANGUARD	31,000
32' ERICSON	34,200
32' ERICSON	33,500
32' 5.5 METER BOAT	7,250
33' CAL	42,500
33' TARTAN 10	38,000
34' PETERSON	59,900
34' DAVIDSON "PENDRAGON"	69,000
35' CORONADO	47,000
35' PEARSON	59,000
35' ALBERG	39,000
35' GARDEN KETCH	47,500 *
36' ISLANDER	67,000
36' HERRESHOFF KETCH	54,900
37' FISHER KETCH	149,000
37' ERICSON	59,900
37' APACHE	48,000
37' CF	59,900
37' RAFIKI-CUTTR	78,500
38' ALAUILLA	94,000
38' FARALLONE CLIPPER	38,000 *
39' SANTANA	105,903
40' ISLANDER PETERSON	110,000
40' TRINTELLA KETCH	140,000 *
40' GARDEN KETCH	85,000
41' NEWPORT	74,000
41' CHEOY LEE	124,900
41' MORGAN	105,000
43' METER R-BOAT	29,500
43' SWAN	139,000
44' PETERSON	115,000
45' STEEL KETCH	110,000
47' STEEL KETCH	75,000
50' SANTA CRUZ	200,000
50' OFFSHORE SLOOP	150,000
55' STEWART KETCH	170,000
57' SEA LION #1	180,000
59' STAYSAIL SCHOONER	225,000
65' MOTORSAILER	149,000

* BOAT INCLUDES S.F. BERTH

AT OUR DOCKS!!

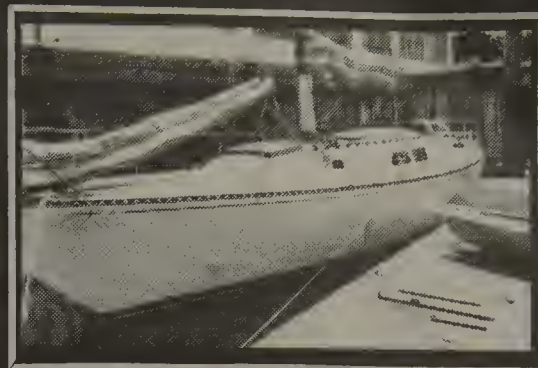
MULTIPLE LISTING BROKER

Closed Tuesdays

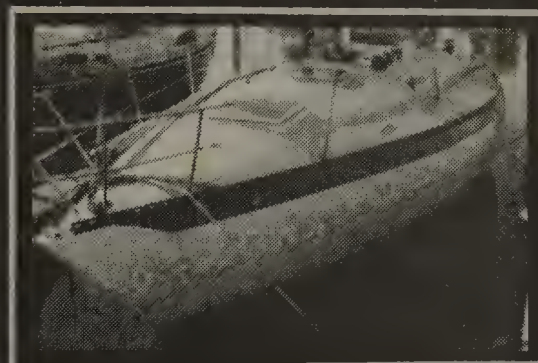
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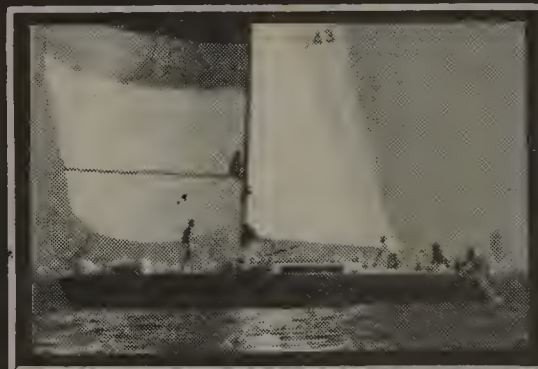
NEWPORT 41S. Extremely well-equipped for cruising w/windvane, self-tailing winches, dsl. & full sail inventory. Mint condition. Asking \$74,000.



ERICSON 37 — Bruce King design w/flush deck. Very well equipt for racing or cruising. Excellent condition. Estate sale, sellers very anxious, will consider all offers.



FISHER 37 — Fine quality English pilothouse ketch, less than 20 hrs. use from new, autopilot w/remote, k.m., depth., radiotele., etc. Owner anxious, will consider offers.



SANTA CRUZ 50 — One year old w/13 sails, full elec./hydros., first to finish Newport to Coronado etc., ready for one-design class in Big Boat Series. Asking \$200,000.

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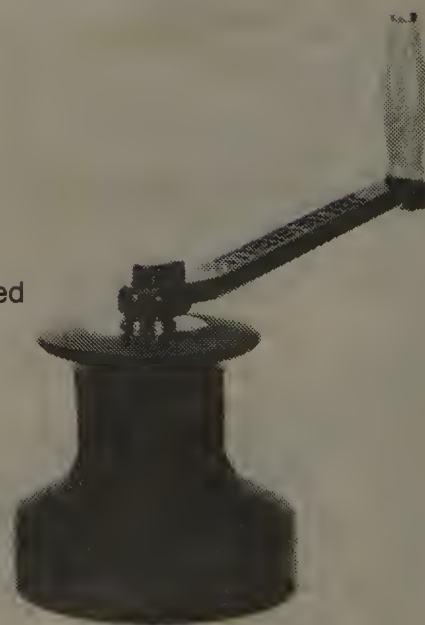
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